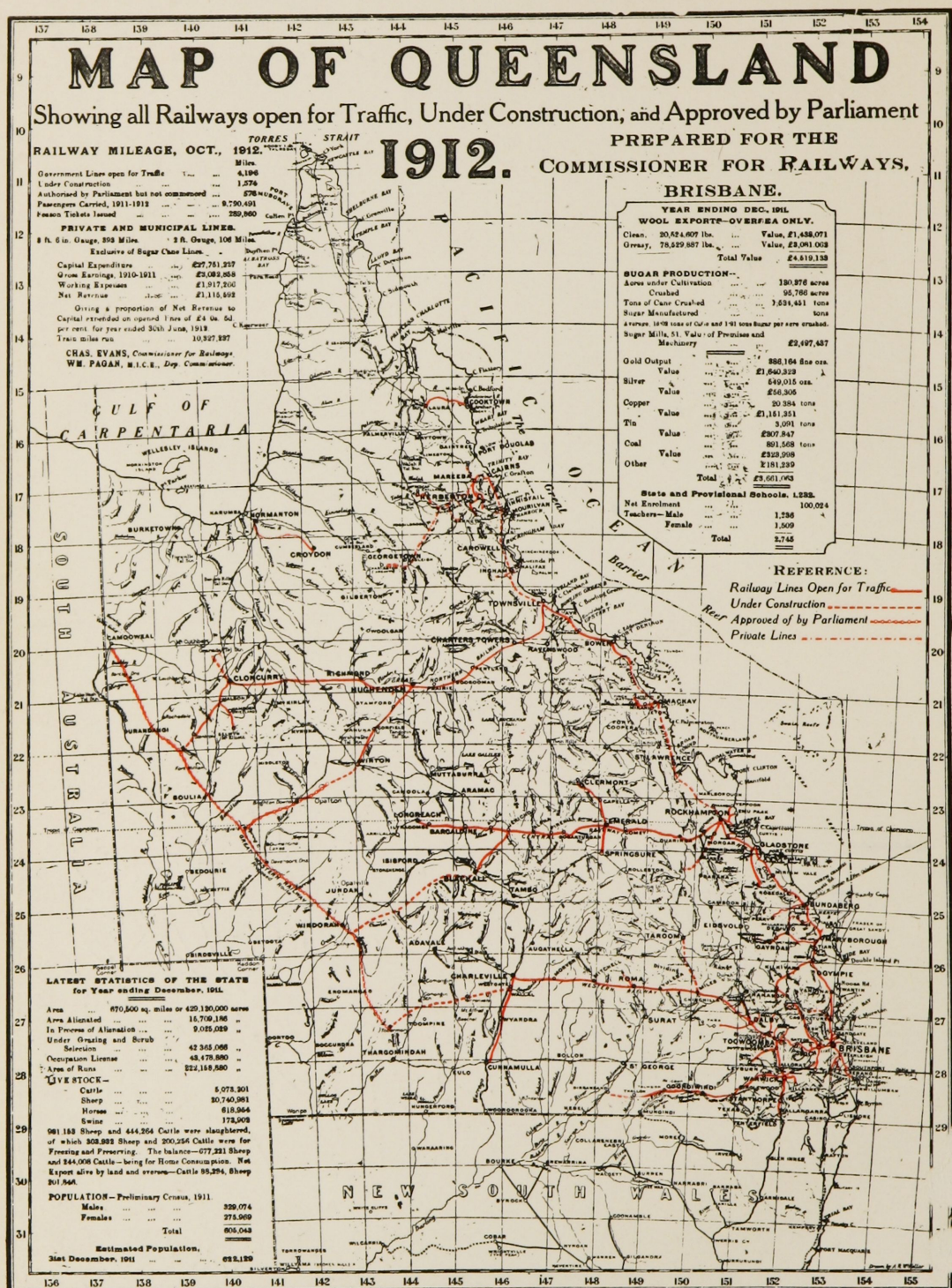


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QUEENSLAND RAILWAYS.

HAND BOOK TO CAIRNS AND HINTERLAND

INCLUDING
MOURILYAN,
JOHNSTONE RIVER, AND
PORT DOUGLAS.



THE STRAND, CAIRNS.

Facing Trinity Bay and the Pacific Ocean. The residences of many of the leading residents are situated on the Strand, where they obtain the full benefit of the trade winds.

CAIRNS DISTRICT.



To those who hold that the pleasures of life can never be exhausted so long as there are fresh scenes to be visited, and hitherto unknown parts to explore, this part of Queensland presents a fruitful field for investigation.

The object of this little book is to illustrate a few of the well-known beauty spots; but away from the beaten track, nestling in the heart of the dense Northern jungle, there are numerous beauties and wonders to be unveiled, whilst several are here described. Such views as the Barron Falls, Cairns Range, and Atherton Scrubs are within the reach of all tourists with a few days to spare; but beyond these are magnificent scenes and great mineral wealth, waiting to welcome the tourist and explorer. Of the Chillagoe Caves, the "Royal Arch," "Organ," and "Snow" Caves are well known; but among those huge limestone cliffs between Chillagoe and Mungana, rearing their fantastic peaks in diversified shapes, there are no doubt scores of caves awaiting an explorer prepared to systematically investigate the weird and hitherto unknown wonders concealed beneath their rugged exteriors.

One such has lately been discovered in the immediate vicinity of Mungana, illustrations and descriptions of which will be found in these pages.



A TIMBER-GETTER'S HOME, REDLYNCH.

The large tree to the left is a Mango. The Palms are Cocoanut Palms.



These Falls are 9 miles from Red-lynch Station. It is from this source that the water supply of Cairns is to come; the works are now in an advanced state, the pipe trenches cut for many miles, and the service pipes conveyed along the route.



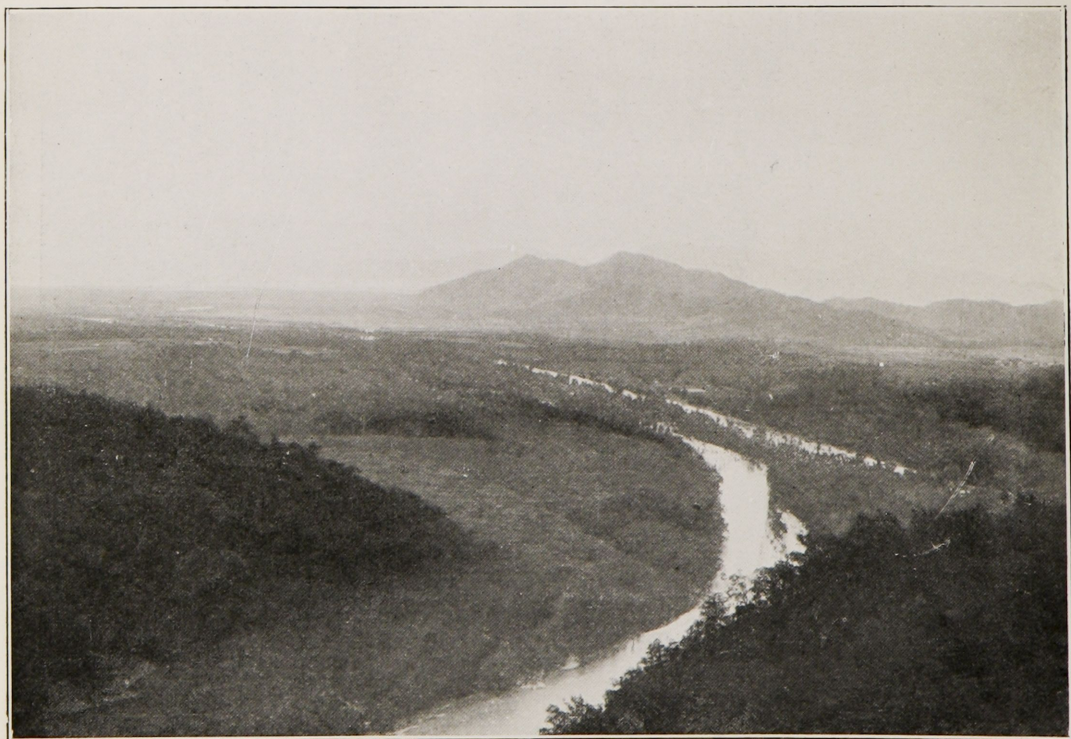
FRESHWATER CREEK FALLS.

To the man of leisure desiring change of scene, or the business man wishing to escape the worries of his shop or office, we heartily recommend the trip to the Cairns District. Does the prospect of a sea voyage frighten him? Then he may escape rough seas by taking the train to Gladstone. From that place he may embark in the Northern mail steamer, and is practically ensured a calm trip amongst the picturesque islands which dot the coast inside the famous Barrier Reef.

For the first time in the experience of thousands of travellers, they are able to enjoy a sea voyage on the magnificent vessel, with an even keel under them, and to sit comfortably to a meal at sea. How well those attentive stewards provide for the wants of those under their care! Then the views that meet us on every hand. Here we are through the Whitsunday Passage—surely this is a river that we are gliding over—islands with verdure clad down to the water's edge, the home of ferns of luxuriant growths, of orchids of many species, and of graceful, drooping palms. Truly every prospect pleases.

The famous Yosemite Valley of America may have higher waterfalls, grander rocks, deeper chasms, and bigger lakes, but no other known spot has that charm of combination which gives the beauty and dignity to the Barron, Tully, Millstream, and other falls, gorges, and lakes portrayed in these pages, the former of which is so vividly described by Messrs, Bedford, Wirt, McDonald, Dutton, and other visitors; but as most of these have only seen the Barron in its winter garb, what would be their impressions if they could view it in full flood as shown on page 14.

From a scenic point of view, the best time to pay a visit is in the wet season, between January and April. Then the Barron, swollen by the tropical summer



THE BARRON VALLEY AS SEEN FROM THE RANGE.

False Cape and Cape Grafton are in the background. Part of the town of Cairns may be seen on



CAIRNS RANGE.

rains, is a mighty stream, dashing over the precipice in its wild leap of 800 feet, into the narrow gorge at its foot, madly rushing on its tortuous way down the rocky defile that imprisons it, till it emerges many miles below into the wider and quieter waters of the lower Barron, finding its way to the ocean amid quiet banana groves and sugar plantations.

Fortunately, we are able to reproduce, for the benefit of those readers who are unable to visit it at this season, this fall at is appeared during the floods of January, 1910. For comparison, it is also given in half flood.

What a scene for the artist to portray! What a theme for the poet to describe! Here he will find inspiration if anywhere on earth. Here, surely, is Fairyland, the home of nymphs and fays.

Cairns is situated on Trinity Inlet, which is a continuation of the Bay of the same name, the southern head being Cape Grafton, both named by Captain Cook.

The tropical heat is tempered by the north-east trade winds, which come up about 11 o'clock in the morning. Plenty of shade is afforded by the gigantic fig and other tropical trees, which have been carefully preserved, and give a picturesque appearance to the streets.



As will be noticed in the illustration, a spider-like steel bridge spans the gorge down which this creek rushes.

There is another very fine fall on the same creek, but higher up the range; the ascent is rather steep, but those who essay the climb will be richly rewarded for their trouble.



STONEY CREEK FALLS.

Here the tourist sees, in all their glory of colour, Crotons, Acalyphas, Dracænas, and other foliage plants of yellow, green, and scarlet of all hues, forming a mass of brilliance which must be seen to be appreciated.

But Cairns is not the tourist's destination; it is merely a resting place by the way. The mountain peaks, that are so clearly visible from the ship's deck, are calling to him, and he longs to climb to higher altitudes and investigate for himself the mysteries they hold. Up there is the Barron Gorge, the numberless cataracts and beauty spots that hitherto he has only seen in pictures and dreams, and Cairns with all its attractions must take a second place.

So a ticket is secured and a place taken on the train, and the journey to the wonderland commences.

At first the line is flat, but interesting, for on both sides there is luxuriant tropical foliage, and at 7 miles we reach Redlynch, at the foot of the Barron Range. About a mile from Redlynch Railway Station there is Kamerunga State Nursery, which is well worthy of a visit. Here are grown coffee, cocoanuts, breadfruit, rubber, and other tropical products too numerous to mention, and here also are



THE RED BLUFF, CAIRNS RANGE.

This prominent feature of the landscape is observed from Stoney Creek Station, from which it is distant about a mile; the precipice to the right drops some hundreds of feet to the Barron River.



VIEW ON THE CAIRNS RANGE, NEAR STONEY CREEK STATION AND FALLS.

These views give a fair idea of the way in which the railway line bends round the edges of the mountains; the precipice in the foreground is many hundreds of feet deep.

A track to the bottom has been formed from the station, easily negotiable by visitors who do not mind a rather stiff climb.



MERVYN CREEK CASCADE.

This streamlet is an affluent of the Barron River, and presents a beautiful sight as it emerges from the dense scrub that clothes the mountain side and falls in a series of cascades. At the foot of the fall there is a beautiful pool of water, inviting visitors to take a plunge.

being worked out many problems of tropical agriculture for the benefit of all dwellers in the North. And whilst the utilitarian is the main feature of the Nursery, the æsthetic is not lost sight of, for there is a magnificent plantation of ornamental foliage plants that is worth travelling a thousand miles to see.

Redlynch is the centre of a large banana-growing district; from the railway station large consignments of this favourite fruit are despatched; also quantities of Pawpaws, Granadillas, and other tropical fruits.

From Redlynch the ascent of the Range commences; a change is noticeable in the character of the vegetation, the low-lying river flats are left behind, whilst the rare wealth and beauty of the tropical scrubs open to our view.

As the train winds its serpentine course around and between the hills we obtain glimpses of mountain, valley, waterfall, and gorge; whilst to the rear stretches a beautiful panorama of plain, coastline, sea, and island.



SURPRISE CREEK FALLS.



UPPER FALL, SURPRISE CREEK.

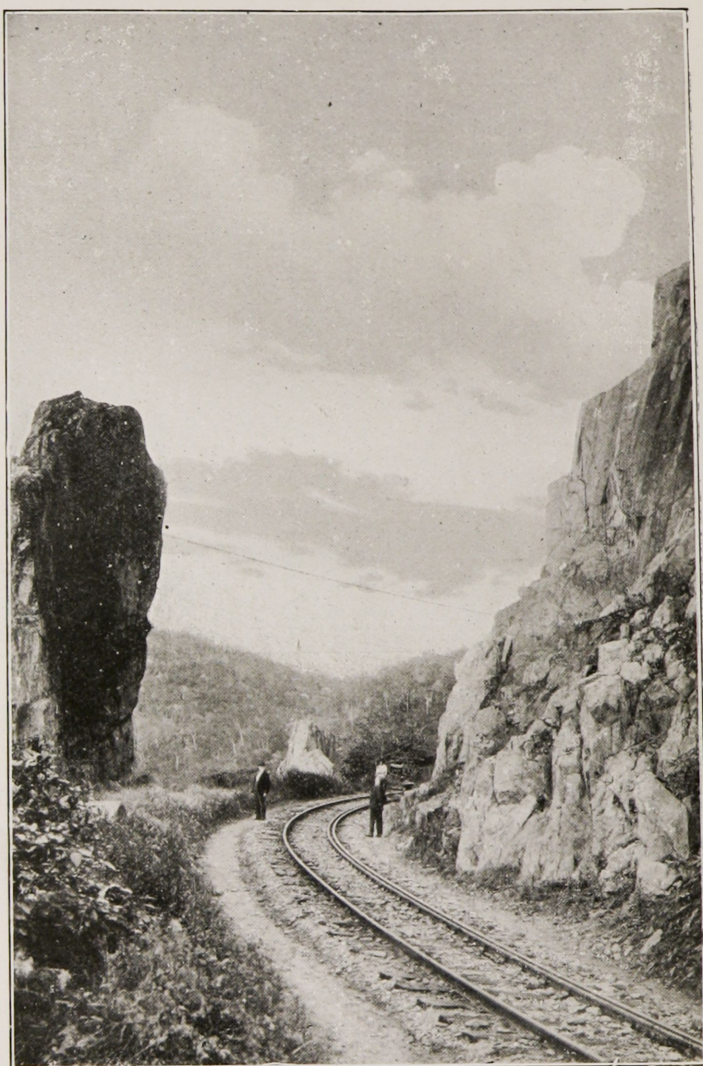
Under the influence of the genial winter climate, characteristic of this country, we are tempted to imagine that we have reached Lotus Land, and the beautiful words of Tennyson come vividly before our minds—

A land of streams! Some, like a downward smoke,
 Slow-dropping veils of thinnest lawn, did go;
 And some thro' wavering lights and shadows broke,
 Rolling a slumbrous sheet of foam below.
 They saw the gleaming river seaward flow
 From the inner land:

Where beauties abound on every side it would perhaps be invidious to point out any single feature, still some special landmarks must be referred to.

This monolith of rock, standing out abruptly alongside the railway line, is a most peculiar feature in the landscape. It has the appearance of having been split off from the adjacent cliff by the axe of some prehistoric giant. Had it been situated in England, it would have served as a Druids' altar.

It is named after the contractor who constructed the line.

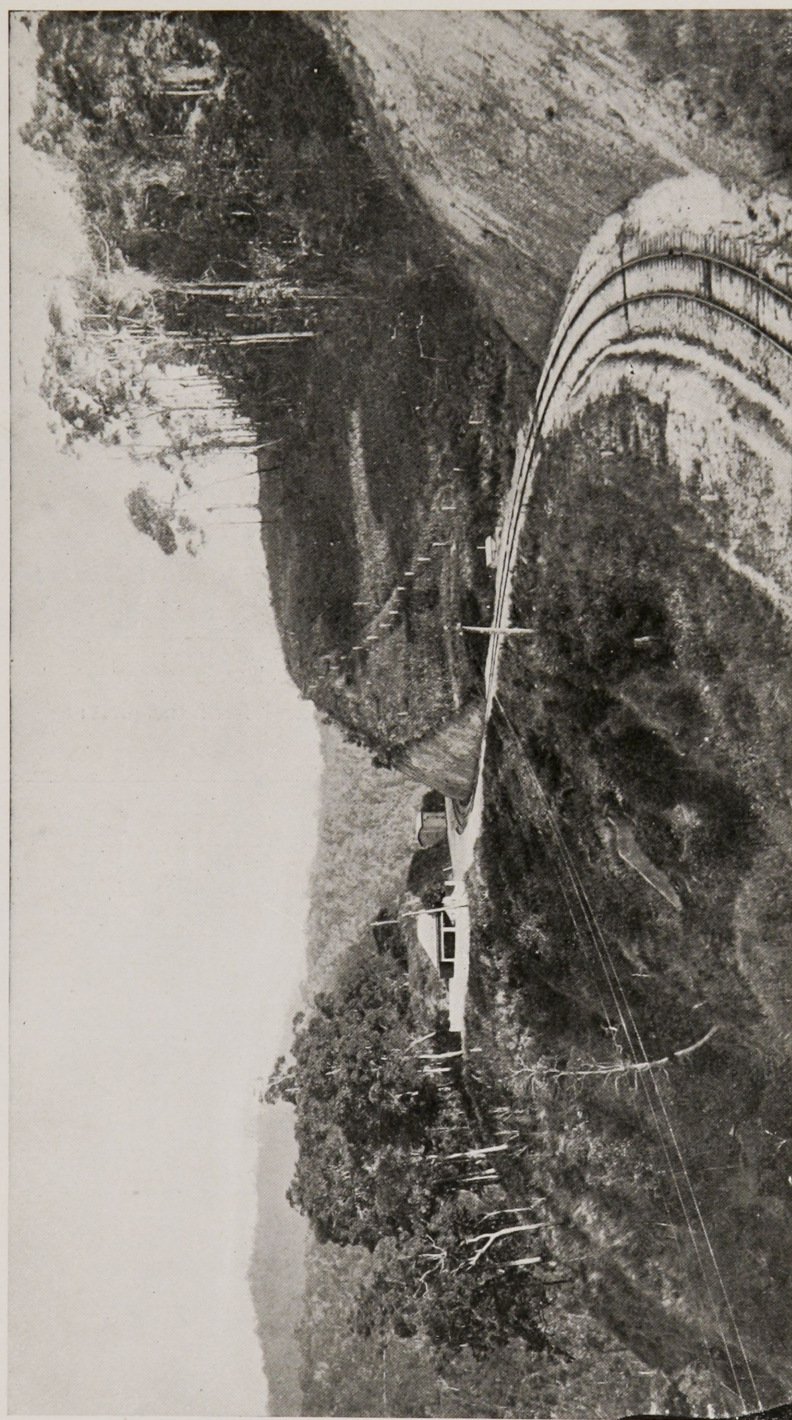


ROBB'S MONUMENT.

At 14 miles Stoney Creek Falls is reached. As a rule tourists are content with a passing view as the train rushes along the edge of the gorge, but this point is well worth a few hours' stay over. The visitor is advised to leave Cairns by the morning train, providing him or herself with a luncheon basket and, detraining at Stoney Creek, pursue the plain track formed to the foot of this beautiful fall, from whence a great view is obtained of both falls, above and below the bridge, whilst the creek may be followed to its junction with the Barron; and catch the afternoon up train for Kuranda at Stoney Creek Station.

The high rounded grey hill that we see before us to our left is the Glacier Rock, and then the Red Bluff is passed, then Surprise and Mervyn Creeks, and the peculiar monolith on the right-hand side of the line known as Robb's Monument, so named after the contractor who built the railway.

During the last few miles the permanent way has been gradually ascending, with, on one side high precipitous hills, and on the other deep cavernous gorges, all densely clothed with beautiful tropical jungle. At 19 miles Barron Falls Station is reached, at an altitude of 1,080 feet.



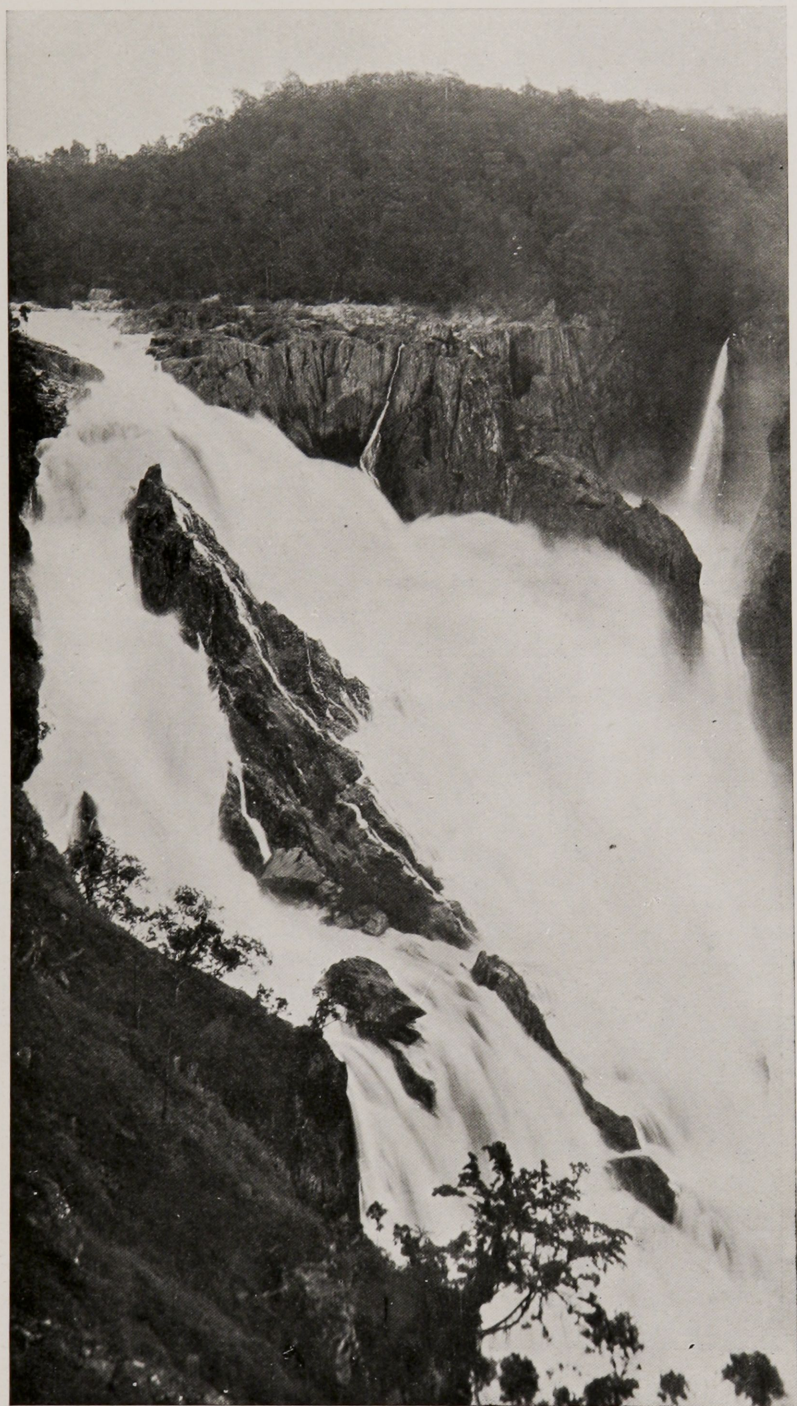
BARRON FALLS RAILWAY STATION. From this spot there is an excellent view of the Falls



THE BARRON GORGE, BELOW THE FALLS.
The railway line skirts the heights on the left of the picture.



BARRON FALLS FROM THE BOTTOM; HALF FLOOD.
To reach this spot visitors have to be assisted down with ropes.

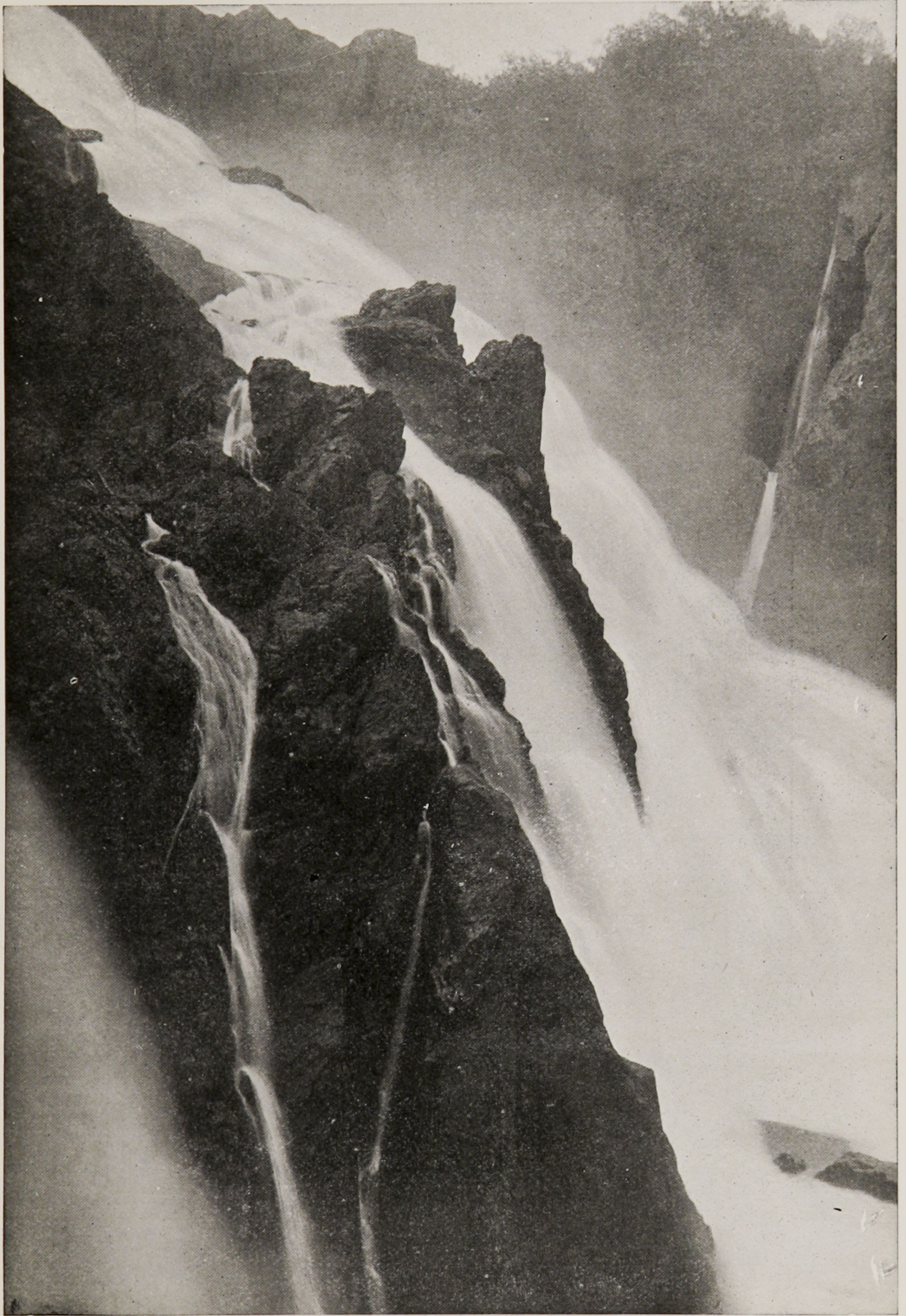


BARRON FALLS. Half-flood, side view



BARRON FALLS, FULL FLOOD

Taken January 26th, 1910. On this occasion the Barron was in higher flood than for many years past. Words are powerless to describe the grandeur of the scene



BARRON FALLS (IN FLOOD), SIDE VIEW.

The small cascade to the right is known as "The Grey Mare's Tail."



BOTTOM OF THE BARRON FALLS

This is the last leap of the Barron as it enters the Gorge through which it winds its sinuous course to the sea



THE BARRON RIVER ABOVE KURANDA; HALF FLOOD.



THE SPRINGS FALLS, NEAR TOLGA.

This charming cascade is situated near the railway line, about 5 miles on the Mareeba side of Tolga. The peculiar feature of the stream is that it comes spouting out of the hillside in a large volume. The fall as illustrated is about 200 yards below the source, and is a most charming spot, with a wealth of fern growth overhanging it on all sides.

The nearest stopping place on the line is Rocky Creek.

At Kuranda, 21 miles, there are first-class hotels, and it is the rule for visitors to make a stay of a day or two, it forming a good centre from which to view the various points of interest in the vicinity.

No visitor to Kuranda should fail to visit the magnificent entomological collection of Mr. F. P. Dodd. It is admitted by the large numbers who have inspected the specimens that it is unsurpassed for beauty and variety outside some of the largest museums.

Here are to be seen giant moths measuring $10\frac{1}{2}$ inches across, whilst others are so small as to require a magnifying glass for their inspection.

Then the butterflies, of such gorgeous hues as to call forth exclamations of delight—what shades of blue, green, and yellows! Solomon in all his glory was not arrayed like these.

In beetles there are all shapes and sizes, many of them bronzed in different shades.

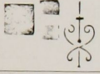
The collection includes dragon flies, bugs, flies, ants, wasps, and many of those peculiarly formed mantises and stick insects that require to be closely looked into before one realises that they have ever been possessed with life and the power of locomotion.

The largest part of the collection has been made in the district. Mr. Dodd receives applications from collectors and museums in all parts of the world for specimens of North Queensland insects.

Not only is a visit one of delight, it is also highly instructive in several ways. Nature's wonders, in the world of insects, are shown to us with extraordinary



SCRUB ROAD BETWEEN TOLGA AND ATHERTON.



Many of the stalks are 15 feet high, and the crop for this year is estimated at from 1 to 2 tons per acre; the area planted being upwards of 25,000 acres.



MAIZE NEAR ATHERTON.

clearness, and we begin to comprehend the fascination there is in their study and collecting for so many thousands of the world's people. Australia as yet possesses few naturalists as compared with other countries, but the great encouragement at present being given to Nature study in all our schools most certainly will result in many of the scholars turning their attention to one or more of the numerous branches of natural history, and, their attention having once been turned in that direction, they seldom will complain of dull hours now, or in later life; spare time will be joyously taken advantage of in following up the particular section of this science which has captivated them.

Of course, the Falls demand our first consideration. The cursory view that was obtained as the train passed slowly along has but whetted the appetite—a day must be spent in seeing this superb piece of Nature's handiwork. Steps have been formed to the bottom.

Besides the Falls there are other point of interest. To the lover of plants the scrubs are a never-ending source of interest, a small creek near the Falls

Station, known as Rainbow Creek, and Jumrum Creek, at the back of Kuranda, either of which, if followed up, will give specimens of ferns of many varieties, besides lycopods and orchids; but one must beware of encountering the dreaded stinging-tree (*Laportea gigas*), the slightest contact with which will be remembered for many days; or the treacherous lawyer vines (*Calamus Muelleri*), with their hook-like prickles.

The first named is easily recognised by its large handsome green leaves, covered with spike-like hairs; the latter needs no introduction, as their long hooked tentacles float about in the air, ready to fasten on to the unwary traveller, and decline to let go of their grip without considerable persuasion.

The line after leaving Kuranda continues to follow up the bank of the Barron River, now a quiet stream, past Myola, Mantaka, Oaklands, and Koah, the latter being at the junction of the Clohesy and Barron, after which the latter is lost sight of for a time, and is not again sighted till Biboohra is reached.

From this station a branch line of 20 miles runs in a northerly direction to Mount Molloy Mines, the main line crossing the Barron and leaving that river on the left.

At 46 miles, Mareeba (at the junction of Granite Creek and the Barron) is reached, and from this point the Chillagoe Company's line branches off with a westerly trend, the main line going to the south.

At Tolga, 64 miles, a branch line runs in a south-easterly direction to Malanda, at the head of the Johnstone River, 19 miles, the whole route being through the famous Atherton Scrub, most of which is still undisturbed, and pas-



LAKE BARRINE.

This lake is 7 miles by road from Eacham, and is about a mile across; as will be noticed, the banks are clothed with dense scrub to the water's edge.



LAKE EACHAM.

The line from Tolga to Johnstone River brings this lake within easy reach, the nearest point being $1\frac{1}{2}$ mile distant. At the present time arrangements should be made at Yungaburra, for horses, &c.

sengers availing themselves of this route ride for many miles between walls of dense jungle, beautiful with rich tropical foliage in all shades of green, the soil being of the richest description.

Lakes Eacham and Barrine are easily available to tourists, and all should take advantage of the opportunity to visit these weird and beautiful wonders of Nature as yet undisturbed by art of man. Both lakes are within easy distance of Yungaburra, where accommodation and means of transit can be obtained.

Atherton, 68 miles, is the next station, and visitors should spend at least a day here, driving round through the rich maize farms. The town is 2,466 feet above sea level, and has a most delightful summer climate.

The main line passes through Herberton to Tumoulin (99 miles from Cairns), opening up large areas of rich agricultural, timber, and dairying lands.

Herberton, the Sanatorium of the North, 82 miles from Cairns, situated 2,890 feet above sea level, has a charming climate. The scenery in its vicinity is very picturesque, the bold granite boulders reminding one of the Stanthorpe District.

Tin is the chief output, the principal mine being the Great Northern, discovered in 1879.

From that date till 1893 4,000 tons of the metal were obtained; it was then closed down for nine years, but again reopened in 1902, and is still yielding a fair quantity of ore, which is treated at the works situated on the river bank, in the centre of the town.

The town water supply is obtained from the head of the river, and is brought in pipes and reticulated through the town.

On the head waters of the Barron, 10 miles distant, there are several very pretty waterfalls, and in the same locality a large oval-shaped hole, called the Crater; this is about 150 feet deep in the granite rock, with precipitous sides.

There are some pretty scenes between Atherton and Herberton, the Carrington Falls being especially fine, the train passing close by it.

Herberton is destined at no distant date to become a great fruit-growing centre. Apples, pears, plums, peaches, and grapes grow to perfection, the soil and climate being ideal for such crops.

The beautiful Millstream Falls are situated about 7 miles from Tumoulin, the present terminus.

It has been approved by Parliament to extend the line to Cedar Creek, $4\frac{1}{2}$ miles beyond Tumoulin; from here the Millstream Falls are only 3 miles distant.

The Tully Falls by the present road are 28 miles further on, guides, horses and camping outfit being necessary, the present road not being available for vehicular traffic. Mr. Robinson, of Wooroorra Station, states that a good available road may be made not exceeding 16 miles in length. No doubt steps will be taken to make this majestic fall getatable by the ordinary tourist.

The formation of the country is granite, very much like the Stanthorpe District, of South Queensland.

The following descriptions are from the pens of men of wide-world experience in travel, who have gazed upon Nature's wonders in many lands:—

Mr. Donald McDonald (the famous war correspondent) says:—"In a short railway ride of 20 miles from Cairns one may travel through some of the finest scenery of Australia, culminating in the magnificent Barron Falls, the king of cataracts. The train runs most of the way along the Barron Gorge, in scenery wild and majestic, and the trip is one which no tourist going northwards should miss. I have ridden on the box seat of a coach through the famous Buller and Otira Gorges of New Zealand, and looked practically down into Eternity, with only a solid foot of roadway intervening, but it is not more thrilling than this railway running through the Barron Gorge, where there is always the comforting feeling that your lease of life is not terminable by a false step on the part of one of the leading horses. The train stops at the Falls, of which there is a superb view. There is no necessity to rhapsodise—go and see it."

Of the Cairns District, Mr. Randolph Bedford writes as follows:—"Civilisation has done much for Cairns, but not too much. The plateau beyond it, the rich alluvials, the dense vegetation of ferns and orchids, the tangle of immense cedars, lianas, and wild banana have not been improved out of existence by the

actors in the wondrous story of persistent courage represented in the scaling of the Cairns Range by the old tracks. The Barron Gorge and the Falls are still as wildly beautiful as when Captain Cook sailed almost under the shadow of Bellenden-Ker, a hundred and thirty-five years ago, and named the arm of the sea by Cape Grafton—Trinity Bay. The traveller now scales the wall of mountain luxuriously in a train, skirting the kauri-grown gorge of the Barron, and almost splashed by the spray of Stoney Creek Falls; leaving Cairns sitting in the wreck of its jungle a foot or so above high-water mark—sweltering in its sun heat in the summer, when it achieves 12 or 15 feet of rain, but merely hot in the winter, and peculiarly healthy at all times—and borne swiftly through many tunnels and around curves ramparted with bananas and ferns.

“Once on the tableland at Kuranda another new world begins for the Southerner. He has had the wonder of the Reef passage, and the romantic new experience of a tropic town in his own country; and now comes to him the marvel of the Atherton Scrub. He has seen the Barron Falls at Kuranda—so



CARRINGTON FALLS.

Seven miles from Atherton, on Atherton-Herberton Extension.

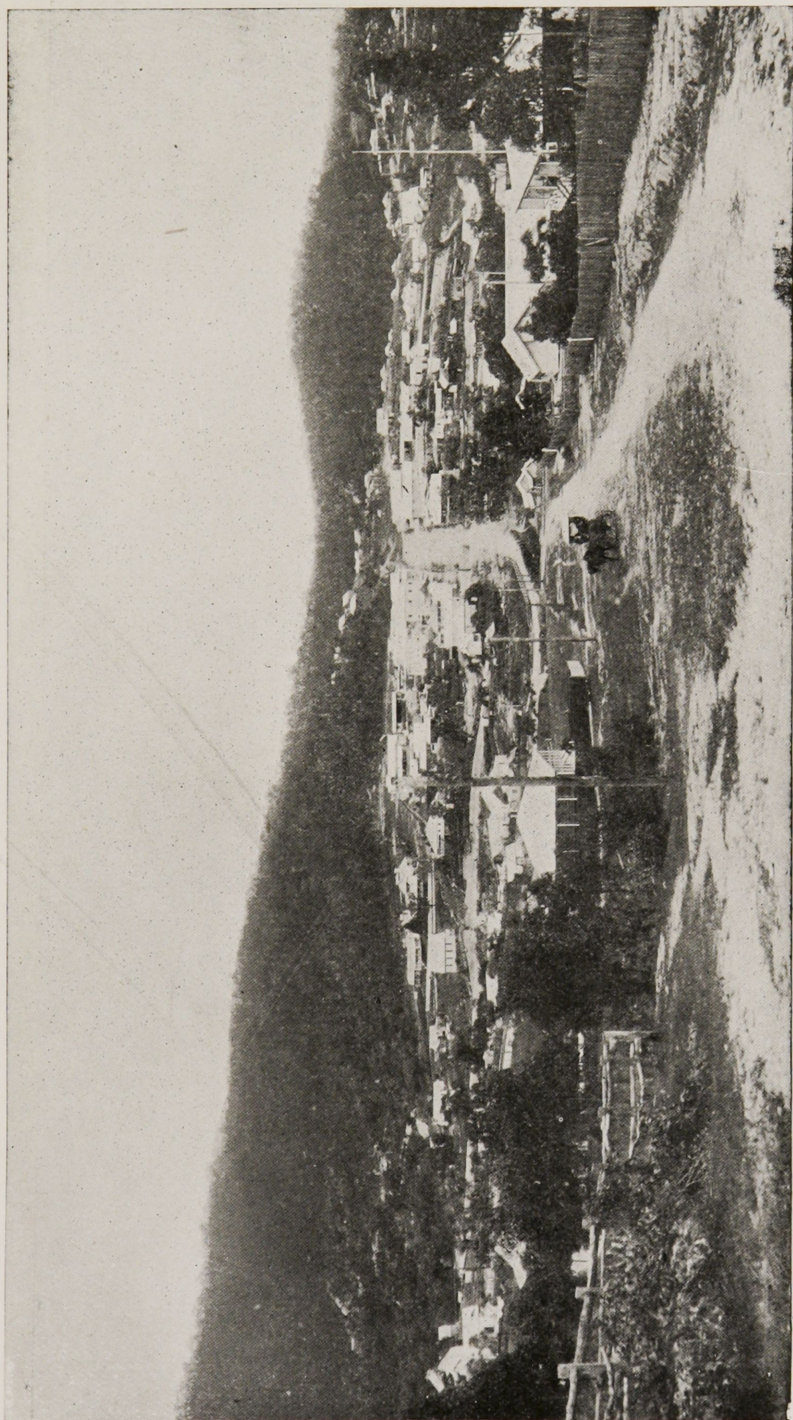
indescribably magnificent that only a bad craftsman would attempt their description; a quarter of a mile of mad water, leaping 800 feet to a gorge wandering reptilantly to the sea—a serpent in diorite; and half-way down the descent of the Barron River into the gorge, a central tooth of blackened rock, and on it a tree growing calmly in all that hell of tortured suds and water.

“To the Falls has succeeded typical North Queensland plain country—gigantic, ant-hilled, sparsely wooded with gums. The railway forks at Mareeba—the northerly branch goes to Chillagoe and its rocks, caves, and other lime formations of great beauty—the Balancing Rock, the Leaning Rock, the Lizard’s Head, and the caves of Girofla; the southern railway strikes over an elevating plain of basalt, and, in 18 miles or so, reaches its terminus at the Atherton Scrub. There is absolutely no more beautiful forest nor any richer soil on earth than this. I lived in and near this Atherton forest for a year or two, and to me its beauty is as fresh and alluring as when I first saw it nine years ago. There are cedars and crow-foot elm and silky oak, rose-wood and satin-wood, ferns, orchids, and flowering vines carrying a hundred feet of blossom from ground to summit; banyans of marvellous extent and decorative beauty. Lake Eacham, the unfathomable, which was once an active volcano, and is now a tarn of violet water in the mountains, is only two hours away. Herberton, with its climate of Southern Tasmania, is but a dozen miles distant by the coach road across the Range.

“There be Australians who do not know their country; who have no conception of the luxurious North, and who pursue the tropics to Colombo at great cost—suffering the seas of the Bight and the oppressive ten days across the stale, greasy swell of the Indian Ocean to Ceylon; when, at half the expense and in luxurious ease always, North Queensland and the wondrous Reef and the beauties of the Main lie awaiting them. The round trip to Cairns or Cooktown is a matter of an easy month; if time does not tie the tourist, there is another new world in Torres Strait and its islands; a polyglot, polychromatic world of pearlers and Binghis and Trepang fishers—and all the new and interesting native peoples of Northern Queensland waters—of the Three Sisters and Saibai, of Darnly and Nagheer. I know Australia better than most Australians. If there is one place more than another that clinches my belief in our country as the finest of the earth, it is that land of opulence and beauty—the ‘Magic North.’”

The Hon. C. J. Ham is making his first visit to the North of Queensland, and speaks in superlatives of the winter climate of this State, also of the scenic beauties of the North, especially Hinchinbrook Channel. He was deeply impressed with the wonderful resources of Queensland—resources which are not truly appreciated by those in the Southern States. His trip to the North, he says, has been a revelation to him, and he points out that residents of Southern Australia are exceedingly fortunate inasmuch that a few days’ journey will enable them to escape the terrors of their winter, and find a genial climate in Queensland, while, on the other hand, in summer they can find a change from heat in the eternal snows of parts of New Zealand.—(*Brisbane Courier*.)

Mr. H. Dutton, of Analby, S.A., who made a cruise in the steam yacht “Adele” in Northern Queensland waters, in an interview with a *Courier* reporter, stated as follows:—“The truly tropical character of the Cairns scenery, the stately palm trees, luxuriant foliage, and the waterfalls all make a picture such as the party had not seen anywhere else in Australia. The scenery is unsurpassed in any part of the world.”



HERBERTON, 80 MILES FROM CAIRNS



WATERFALL ON THE UPPER BARRON RIVER, situated about 9 miles from Herberton. This is one of a series of leaps that this river takes in its course to the sea

Nature's Australian Masterpiece.

By Rev. L. L. WIRT, B.D.

How like a shy lass is Dame Nature. She hides her charms from the heedless and indifferent, but flashes them forth upon her lovers. For them she dons her best frock; for them reserves her most radiant smile.

Her moods are as variant as her colouring, and her admirers must be prepared to follow with fine constancy every caprice and charming grace of their mistress would they fill their souls with her beauty. Only to those who tarry long next to Nature's heart will she unfold her secrets, and whisper the "Open Sesame" that unlocks her treasure house.

So long as the sunshine dances on the river, and the royal blues deepen along the Australian hills, will Nature wait to be wooed and won by the mammon worshippers who traffic in her vestments.

For one who has stood knee-deep in the wild flowers of Western Australia and watched the black swan part the waters of the beautiful stream that bears his name; who has stood upon Mount Lofty and counted the lights of the South Australian capital come out along the fertile valley between mountain and sea until they paled the stars overhead; who has explored the Launceston Gorge and marvelled at Victoria's fern-tree scrub; who lived midst the natural wonders of New South Wales and never failed to pay homage to the classic beauties of Sydney's harbour; for him it was reserved to draw back a curtain of tropical foliage in far Northern Queensland, and there gaze upon what he immediately felt was Nature's Australian Masterpiece.

The pictures of Barron Falls do not impress one. This whole region awaits a photographer with soul, and the courage to exploit its glorious canyon with bare feet and rope ladder.

Upon examining the "official photographs" one would not venture to estimate the height of the Falls at more than 100 feet. As a matter of fact, the wild plunge is nearer 1,000 feet. Instead of a creek, which, to judge from the pictures, one may leap across, a deep generous stream, shaded by exquisite flora, and lending itself to boating half a mile above the Falls, hurls itself over the precipice even throughout the dry season, with a roar that can be heard for miles.

Every mile of the journey from Brisbane to Kuranda is interesting; much of it is beautiful; parts of it extremely fine.

I once negotiated the far-famed Thousand Islands on the St. Lawrence River, and, while the scenery there is very charming, it cannot compare in intrinsic beauty with Queensland's Thousand Islands that crowd the Whitsunday Passage, many of which rise to an altitude of 1,000 feet, and in and out of which the ideal passenger steamer threads her way from Keppel Bay northward.



MILLSTREAM FALLS—7 miles from Tumoulin, the present terminus of the Cairns-Herberton Line. When this line is constructed to Cedar Creek the falls will be only 3 miles from the terminus

I have enjoyed the much-advertised trip through the inland passage of Japan. That, too, is not over-praised, but the little-known Hinchinbrook Channel of the upper Queensland coast is far and away the most beautiful.

From Cairns the 22 miles railway journey to the Falls is one of momentary delights and surprises. Through palm orchards, around pawpaw groves and across banana plantations, the train takes its way until the rich bench lands are left behind, and the steep climb of the range commences. Soon, plain and ocean stretch out like a panorama, while the train dodges in and out of the rocky spurs of the mountain. Graceful creepers droop from the festooned trees and form a lovely tropical wall of foliage, behind which the train steadily passes on her way up the ascent. Rare tropical fruits and exquisite flowers appear and disappear before they can be half examined.

Spider-like bridges are crossed under which mountain torrents rush to plunge into the Barron Gorge, that ever narrows and deepens on your right hand.

Passing through a mountain spur that looks suspiciously like a glacial moraine, the train emerges upon the very edge of the Barron Gorge, which from this point bears a striking resemblance to the Grand Canyon of the Colorado. The sides are so nearly perpendicular that a stone thrown from the carriage platform would plunge into the foaming stream 900 feet below without once touching the seamed and polished wall.

A wilder or grander ride than that which is enjoyed for two miles along the brink of this chasm is certainly not to be had in Australia. A keen observer will presently notice that the rock-ribbed sides of the canyon are drawing together, and soon they meet, forming a *cul-de-sac* at a point where the end wall is 700 or 800 feet in height. Another deep cutting is negotiated, and then, shooting into the light, the panting locomotive stops—while from every window leans an astonished and admiring passenger, gazing at Nature's masterful handiwork.

The Barron River, flowing gently through a placid little lake, tumbles for half a mile over great boulders, and then, with a hoarse shout, shoots over the enclosed end of the Gorge, and, lashed into a fury of whiteness, drops 700 feet with a hop, skip, and jump, into the depths of a foam-flecked pool.

About two miles further on the train pulls up at Kuranda Station, a place destined to be the sanatorium of the North, charmingly situated upon a site that slopes gently down to the lagoon or widening of the river. Jumping into a boat, a few minutes' pull under the overhanging trees, with here and there great lilies resting on the clear limpid water, brings you to the "Coffee Plantation." To those who have never seen tropical jungle, the half-mile walk back to the coffee fields is a revelation. Here a dozen varieties of palm spread their graceful fronds amidst yet another family of eucalypts. Broad-leaved annuals of immense size hide ferns of maiden hair delicacy 10 feet high. From tree to tree vines and creepers swing, and everywhere epiphytes, from the tiny flowering orchids to the gigantic elkhorns, have attached themselves to the luxuriant growth.

Flashes of gold and green and crimson mark the presence of gaily-coloured birds; and these keep up their incessant chatter until the forest falls back, and the regular rows of coffee bushes reveal an industry possessing large commercial possibilities, but which tariff revision incident to Federation has well nigh stamped out.



UPPER MILLSTREAM FALLS

The Millstream, a branch of the Wild River, is a fine body of water on which are many fine falls

Another day must be given to the Falls. After a refreshing sleep in this clear atmosphere, you inquire the way, and are told to keep to the railway line. A two-mile walk along the line again brings you to the Gorge. Half way the roar can be heard, and the mist seen rising above the tree tops. A glimpse of the River here and there in your walk reveals a rush of tumultuous waters above the Falls. It was midsummer, and I was expecting a thin streamlet running down a rocky stairway perhaps a distance of 100 feet.

Already literally thunderstruck by the boom of the waters, now I fairly rubbed my eyes and stood astonished to see the volume of water that shot from the lips of the canyon and fell in three or four irregular but glorious leaps down the rugged moss-grown buttresses to the depths below. An inviting path led from the Kiosk along a rough ridge, zig-zag down a broken side of the Gorge, with here and there an ever more inspiring view of the tumble of waters.

This ridge, which grew momentarily narrower until from the width of the path it sloped precipitately away, described a curve like a sickle blade and stopped abruptly, fairly opposite and about 1,000 feet from the Falls. Gaining this eyrie, after a most hazardous scramble, I found myself on a bit of mother earth the size of a table and apparently suspended in mid-air. This is a favoured spot for the man with the camera, and instantly I named it "Inspiration Point." The view from here is grand, beyond description. A full, unobstructed vision of the Falls is obtained.

Fifty feet from the plunge stands a huge rock, its outlines in striking resemblance to a castle. Mosses cover its ancient walls, and tufted ferns grow from its battlements. You almost expect a drawbridge to drop clattering across its dark moat and a troop of armed knights to fare forth.

Looking down stream you trace the course of glacier ploughs and hark back to prehistoric times when mighty floods tore a new channel through the Range at this point and plunged into the sea beyond.

You commune with the ages as you sit here in Nature's lap, and if you have a lover's soul you hear from around about, above, below, her voice of passion calling to you. You rise, and clinging to an angle of rock, shout back to her—

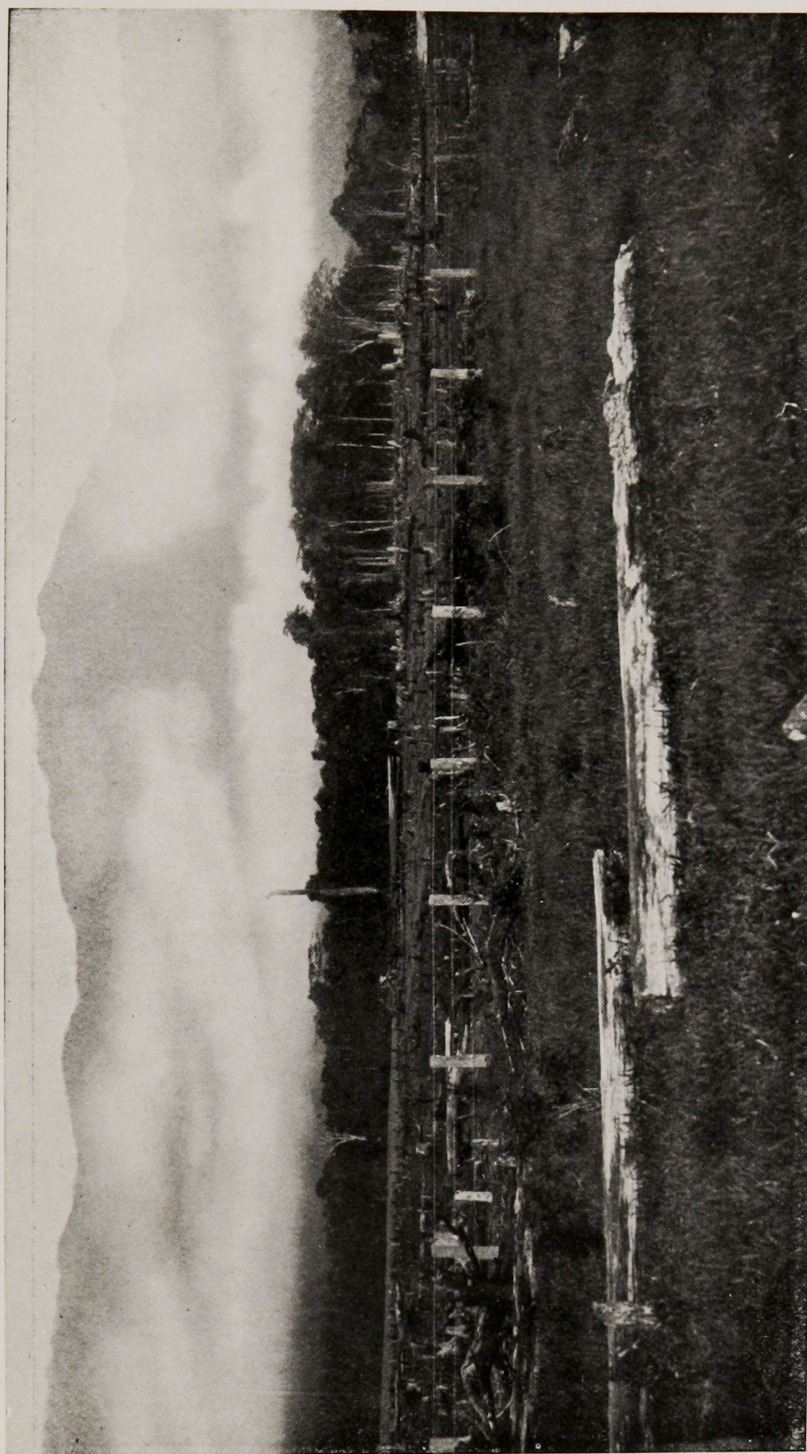
"I love thy rocks and rills, thy woods and templed hills,
My heart with rapture thrills, like that above."

THE MULGRAVE DISTRICT.

Many visitors to Cairns are under the impression that when they have visited the Barron Falls and Gorge, the Atherton and Tolga Scrubs, and the Chillagoe and Mungana Caves, they have exhausted all the sights of the District—but so far they have only seen the half. There is still the fertile valley of the Mulgrave and Russell Rivers with their waving canefields, beautiful palm scrubs, and famous mountain peaks; therefore no one desirous of obtaining an idea of the varied resources of North Queensland in general, and Cairns in particular, should miss this interesting trip. Up to the present you have perhaps wondered



SCENE ON GILLIAT CREEK, CAIRNS-MULGRAVE LINE



A CANE FARM ON THE MULGRAVE RIVER; FIRST YEAR OF CULTIVATION. BELLENDEN-KER IN BACKGROUND



JUNCTION CREEK, CAIRNS-MULGRAVE LINE



RAILWAY BRIDGE OVER BABINDA CREEK ON THE CAIRNS-MULGRAVE LINE. The Range in the background is Bellenden-Ker

where the Cairns sugar plantations were, no sign of them having met your eye as you ascended the Range. At Atherton you have seen the fine maize fields, but no sign of sugar-cane growth, and you naturally inquire where they are to be found. If you will repair to the terminus of the railway and take train to Moolibah you will pass through some of the finest sugar lands in Australia.

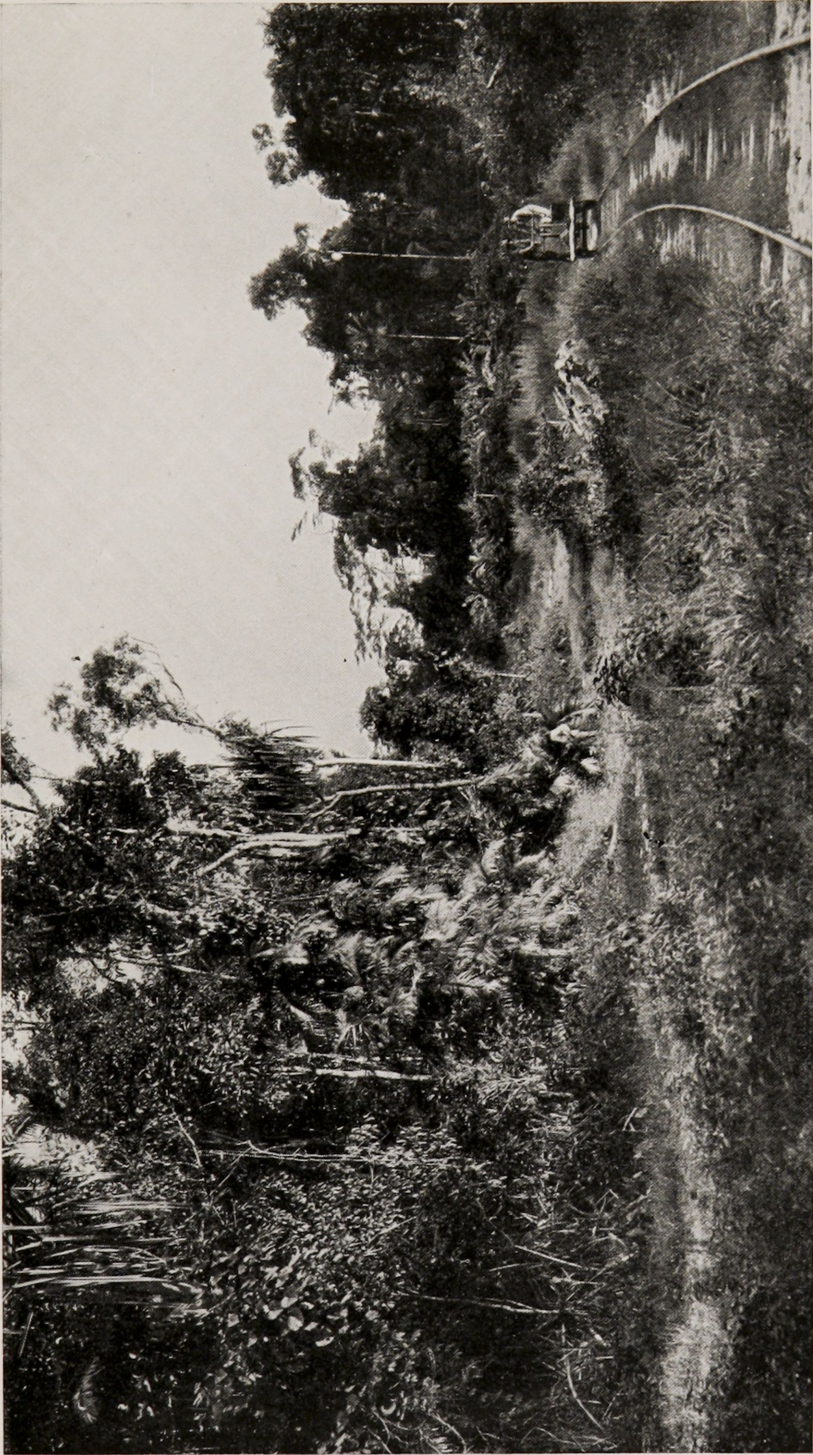
This line, which is 42 miles in length, runs almost parallel with the coast, but separated from it by a chain of mountains, crosses the Mulgrave River near the township of Nelson, 14 miles from Cairns, and thence follows the course of that river in a southerly direction to its junction with the Russell, thence up the valley of the Russell, crossing in its course Harvey's, Junction, Frenchman, and Babinda Creeks; on the south bank of the latter is situated the present terminus.

The first sugar mill is Hambledon, $7\frac{1}{2}$ miles, the property of the Colonial Sugar Refining Company. The Mulgrave Central Mill is near the township of Nelson, at 14 miles, and is a co-operative concern, but these two factories are unable to deal with the large area of cane growing on the rivers, and a vigorous movement is now on foot to establish another Central Mill near the Southern terminus of the line on Babinda Creek. Should this prove successful, further large areas of land will be cleared and cultivated.

From a scenic point of view this line is very interesting; on the coast side are the Murray Prior Range, Grey Peaks, and the Graham Range; whilst on the western side are Walsh's Pyramid, standing boldly up from the valley, Mount Sophia, Bellenden-Ker, with its three prominent peaks, the middle being the highest, 5,500 feet, and last but not least, Mount Bartle Frere, the highest mountain in the State.

Down this valley flows the Mulgrave River in a southerly direction, with the Russell and Behana, Harvey's, Junction, Frenchman's, and Babinda Creeks as tributaries.

The ascent of Bellenden-Ker does not present any insuperable difficulties. Of course a guide is necessary, and from Harvey's Creek the distance is only 10 miles, but the climber must be prepared to face some hard work, as the track is overgrown with scrub, and a night's camp on the summit has to be faced. Should Bartle Frere be the point of attack, the ascent should be made from Babinda Creek, where a comfortable and spacious hotel has just been erected. To the lover of Nature, and especially the botanist, the rewards are great; many rare and valuable plants thrive at the various altitudes.



SCRUB SCENE, CAIRNS-MULGRAVE LINE

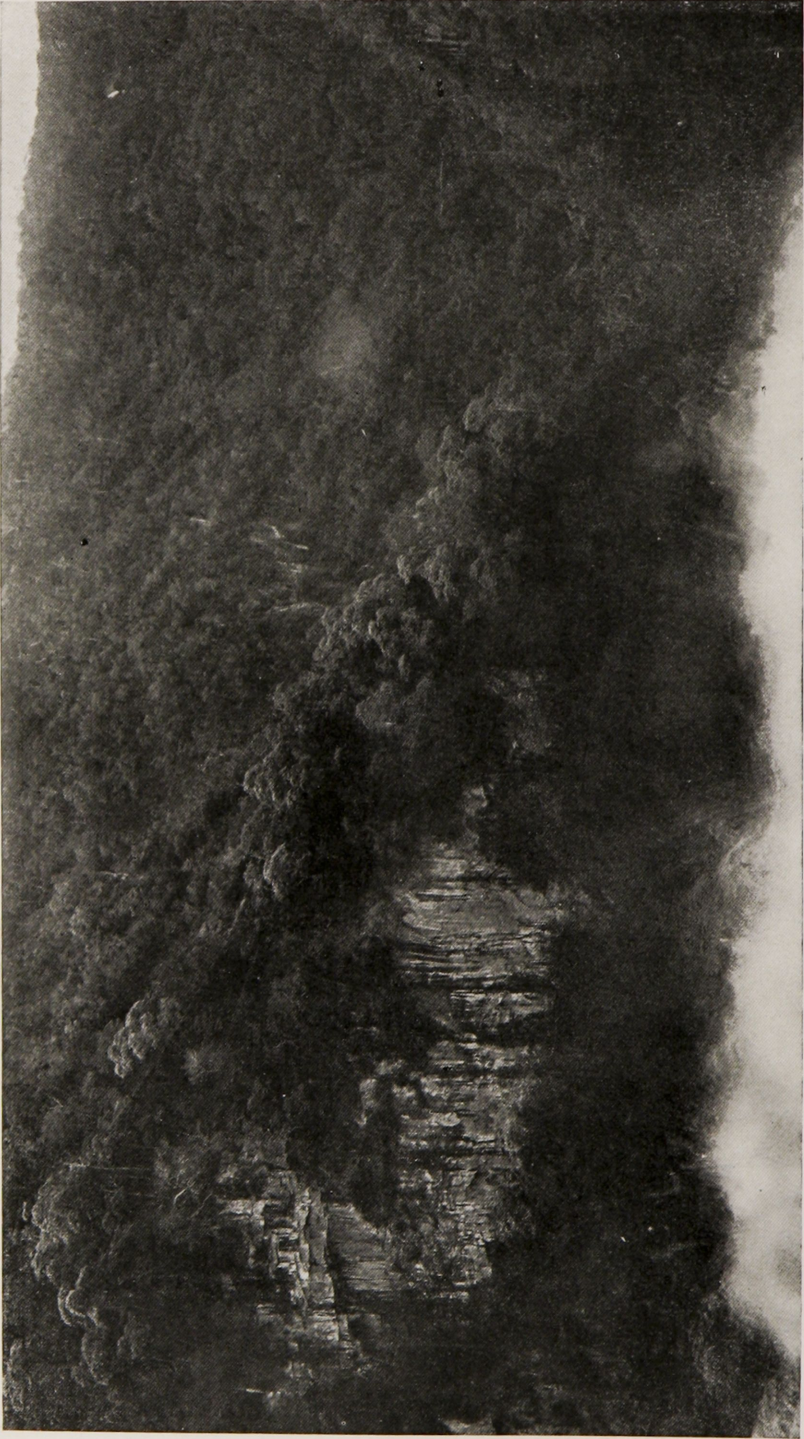


TULLY FALLS

This view is taken from the side of the Falls about half-way down (see page 22).



TULLY FALLS, taken from the bottom of Gorge. To reach the bottom necessitates an arduous and somewhat dangerous undertaking



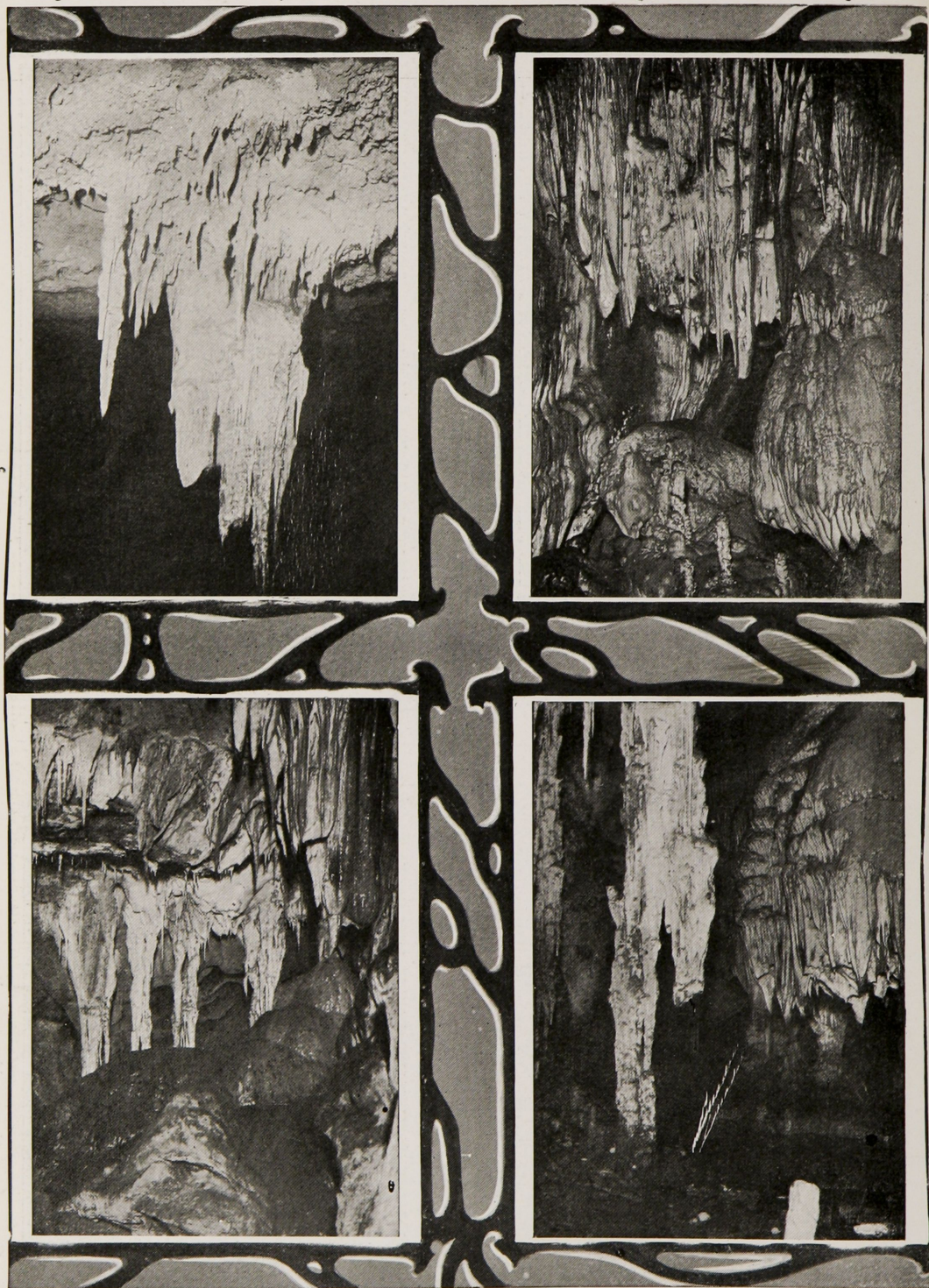
THE TULLY GORGE



TULLY RIVER ABOVE THE FALLS.
Showing granite formation of the rocks.

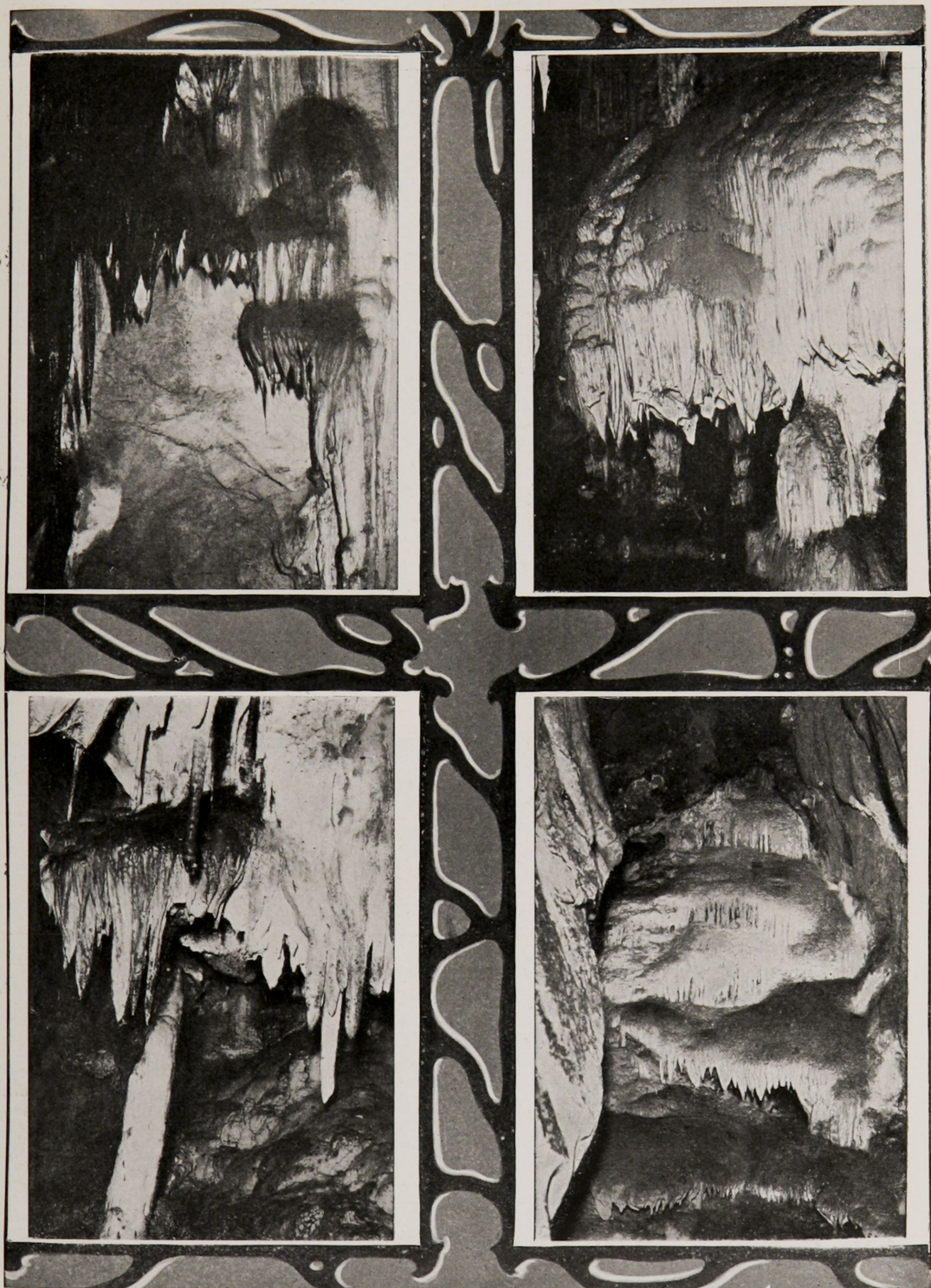


THE CASHMERE GORGE, HERBERT RIVER.
Seven miles from Cashmere Cattle Station.



LIMESTONE CAVES, CHILLAGOE AND MUNGANA.

There are several caves in the vicinity of Chillagoe, the principal being about three miles distant. Intending visitors should make their arrangements for guide conveyance with the caretaker in Chillagoe.



CHILLAGOE AND MUNGANA CAVES.

The most beautiful of the Mungana Caves is only about half a mile from the latter township, and is a wonderfully beautiful sight, the stalagmites and stalactytes being perfectly preserved. It has only recently been discovered.

The Organ Cave is about 3 miles on the Chillagoe side of Mungana.



OUTSIDE VIEW OF THE MAIN CHILLAGOE CAVE.
View taken opposite entrance.

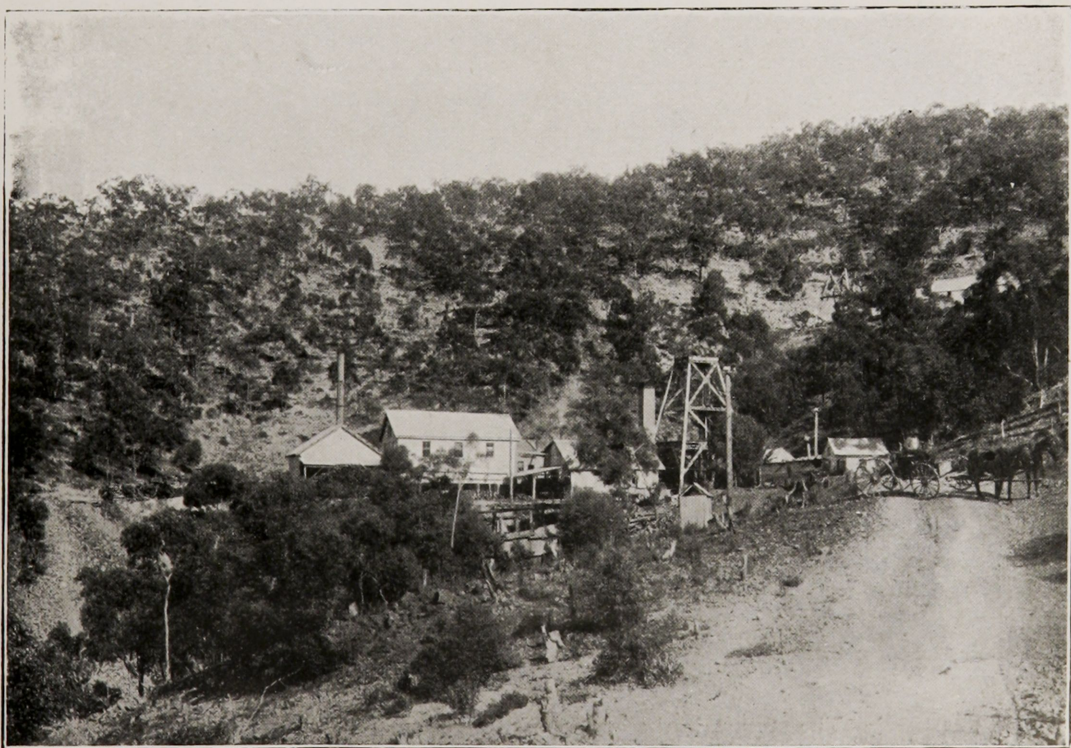


PINNACLE MOUNTAIN, NEAR BOONMOO, CHILLAGOE RAILWAY LINE.
On this mountain are immense deposits of alum.



DAM AND ORE TREATMENT WORKS, IRVINEBANK.

Ibis Creek in the foreground.



VULCAN TIN MINE, NEAR IRVINEBANK.



THE BALANCING ROCK BETWEEN CHILLAGOE AND MUNGANA.

The formation is limestone. In the vicinity are numerous limestone rocks, as depicted to the right of the picture, under which are many caves awaiting the explorer.



IRVINEBANK.

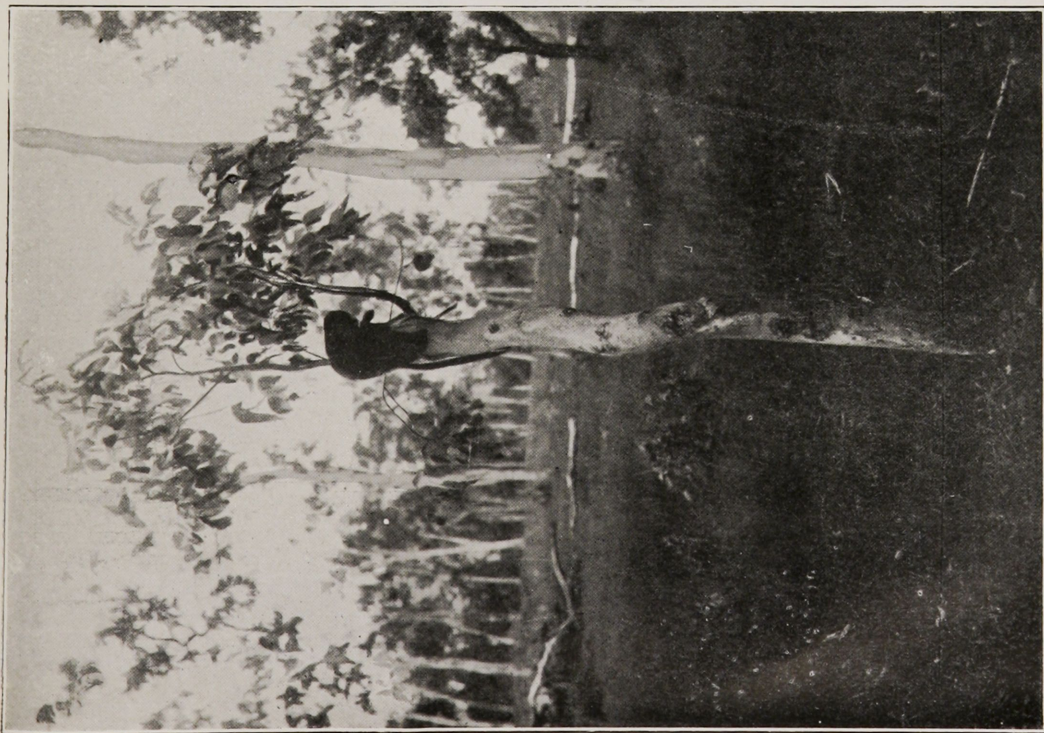
The stream in the centre of the picture is Ibis Creek.
A line of tramway, 2 ft. gauge, connects this town with Boonmoo, on the Chillagoe Line, *via* Stannary Hills.



This line of tramway branches off from the Chil-lagoe line at Boon-moo, 81 miles from Cairns. The gauge is 2 feet; some of the curves and gradients are very sharp, and the cuttings through solid granite do not leave too much clearance.



CUTTING ON THE STANNARY HILLS TRAMWAY.



TREE CLIMBING KANGAROO, NORTH QUEENSLAND.

Called by the blacks "Mappy Mappy."



COWLEY FALLS.

These falls are situated about 27 miles from Geraldton on a small creek which flows into the South Branch of the Johnstone River.

The Geraldton Tramway takes the tourist to within 10 miles of the spot, and the balance has to be negotiated on horseback. The road traversed is the old track to the Jordan Goldfields, where there are still a few men working. The scenery is most picturesque, dense scrub existing the whole way. The climb to the foot of the falls is very steep, but well worth the attempt.

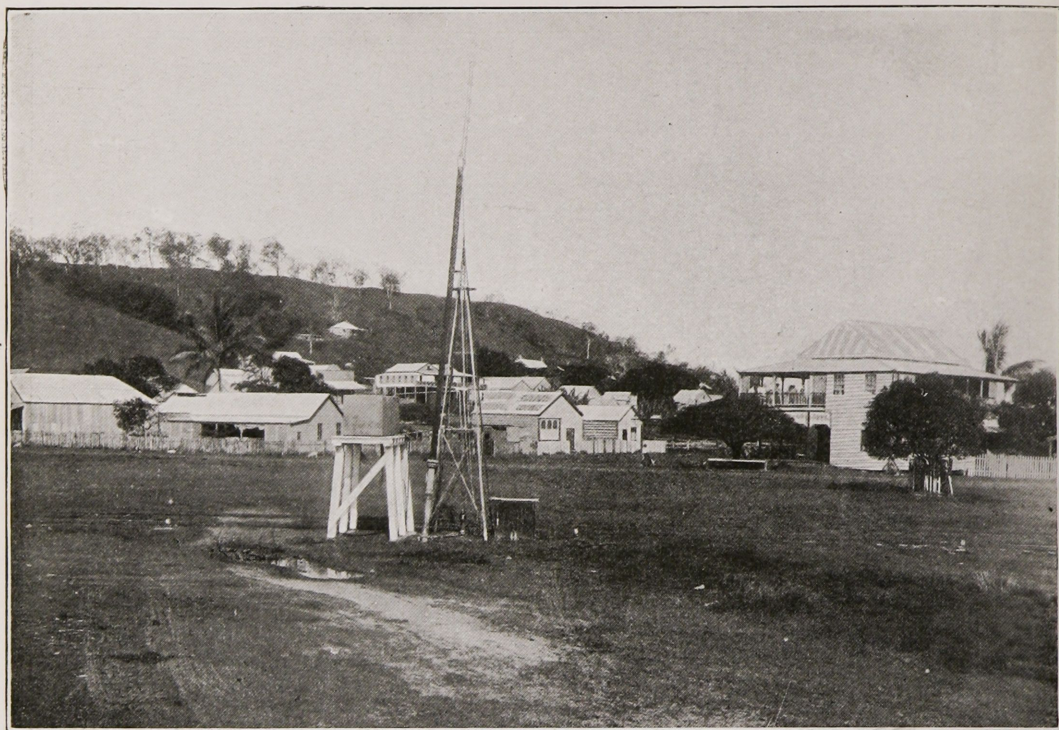




GERALDTON, JOHNSTONE RIVER.



BANANA PLANTATION, FISHER CREEK, GERALDTON TRAMWAY.



PORT DOUGLAS.

PORT DOUGLAS AND MOSSMAN.

The former town is 35 miles north of Cairns. The s.s. "Mourilyan" takes about 3 hours to do the trip. It is picturesquely situated on Island Point. At one time it was a prosperous port, having the traffic from the Hodgkinson Gold Field, Mount Molloy, and other mines; but since the opening of the Cairns Railway this trade has been diverted.

With characteristic energy the citizens, accepting the position, set to work to conserve and encourage the Sugar Industry, by tapping the rich lands of the Mowbray and Mossman Rivers with a tramway, and building a Central Sugar-mill. £64,000 was advanced by the Government under the provisions of the "*Sugar Works Guarantee Acts of 1893 and 1895*," but double this amount has been spent on mill and tramways—the works being extended as found necessary.

There are 40 miles of permanent tramway, 2-feet gauge, 14 of which are owned by the Douglas Shire, and the balance by the Mill Company, who in addition have about 35 miles of portable tramways, which are laid through the canefields as required.

The town of Mossman is 12 miles from Port Douglas, and tourists should not fail to avail themselves of the opportunity to make the trip. The position of the town nestling amongst the hills is most picturesque; to the south and west numerous peaks rear their heads high in the clouds, the more conspicuous being Demi Peak, 2,600 feet, whilst to the north-west are Mounts Spurgeon and Armit.

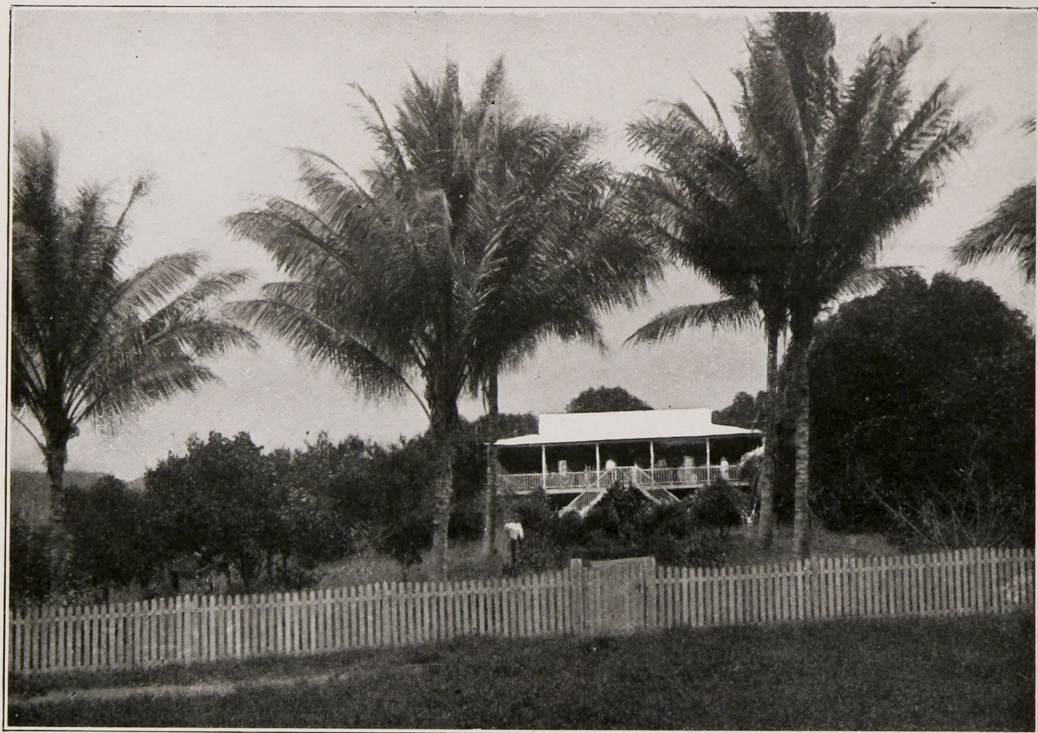
Needless to say, tropical fruits are produced in great abundance, especially mangoes, pawpaws, custard apples, and bananas.



ON THE PORT DOUGLAS-MOWBRAY RIVER TRAM LINE.



SUGAR-CANE—MOWBRAY RIVER, NEAR PORT DOUGLAS.



TWO TYPICAL CANE FARMERS' HOMES, MOSSMAN RIVER.



MOURILYAN HARBOUR: Looking towards entrance

CAIRNS—MULGRAVE LINE.

Miles from Cairns	Stations.	Daily except Sun.	Daily except Sun.	†Goods, Mon., Wed., and Fri.	FARES FROM CAIRNS.					
					Single.		Return.		Excursion.	
					1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
		a.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	CAIRNS dep	8 15	2 30	..	..	..	..	..	..	..
8	Hambledon Junction ..	9 15	3 25	..	1 4	0 11	2 5	1 7	..	..
14	Nelson arr	9 55	3 55	..	2 4	1 7	4 2	2 10	3 1	2 1
	Ditto dep	10 25	4 5	..	..	..	..	..	..	..
18	Aloomba	10 55	4 30	..	3 1	2 0	5 4	3 6	4 1	2 8
31	Harvey's Creek .. ..	..	5 50	..	5 3	3 6	9 2	6 2	7 0	4 8
32	Bellenden-Ker .. ..	..	d	..	5 3	3 6	9 2	6 2	7 0	4 8
37	Babinda arr	..	6 20	..	6 3	4 2	10 11	7 4	8 4	5 7
	Ditto dep	..	..	6 30	..	..	..	..	..	..
42	MOOLIBAH arr	..	..	6 45	7 1	4 9	12 5	8 3	9 6	6 4

Stations.	†Goods, Tues., Thurs., and Sat.	Daily except Sun.	Daily except Sun.	FARES FROM BABINDA.					
				Single.		Return.		Excursion.	
				1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
		a.m.	p.m.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
MOOLIBAH dep		5 25	..	0 10	0 7	1 6	1 1	..	..
Babinda arr		5 40	..	..	..	..	..	..	..
Ditto dep		..	6 0	..	..	..	..	..	..
Bellenden-Ker	d	..	..	1 0	0 8	1 10	1 2	..	..
Harvey's Creek	a	..	..	1 0	0 8	1 10	1 2	..	..
Aloomba .. ..	..	8 5	1 50	3 3	2 2	5 8	3 9	4 3	2 10
Nelson arr	..	8 25	2 15	3 11	2 8	6 10	4 7	5 2	3 5
Ditto dep	..	8 35	2 30	..	..	..	..	..	..
Hambledon Junction ..	..	9 10	3 20	5 1	3 5	8 11	5 11	6 10	4 6
CAIRNS arr	..	9 45	4 0	6 3	4 2	10 11	7 4	8 4	5 7

MOUNT GARNET TRAMWAY.

Passengers by the 7 a.m. train from Cairns on Wednesdays connect with train for Mount Garnet at Lappa Junction, arriving Mount Garnet 6.10 p.m. A train leaves Mount Garnet for Lappa Junction at 6.0 a.m. on Tuesdays and Saturdays, connecting with train to Cairns, arriving Cairns 4.15 p.m. Trains also leave Lappa Junction for Mount Garnet at 9.40 a.m. on Tuesdays and Saturdays, and Mount Garnet for Lappa Junction at 11.30 a.m. on Wednesdays.

STANNARY HILLS TRAMWAY AND IRVINEBANK TRAMWAY.

Passengers by the 7 a.m. train from Cairns on Mondays, Wednesdays, and Fridays connect with train leaving Boonmoo at 2.10 p.m. for Stannary Hills, arriving Stannary Hills, 3.45 p.m. and Irvinebank at 5.30 p.m., leaving Irvinebank at 7.0 a.m., Stannary Hills 8.45, and connecting with train at Boonmoo for Cairns on Tuesdays, Thursdays, and Saturdays, reaching Cairns at 4.15 p.m. Train also leaves Irvinebank 9.15 a.m. and Stannary Hills at 11.15 a.m. on Mondays, Wednesdays, and Fridays, and connects at Boonmoo with train to Chillagoe, and train leaves Boonmoo 11.30 a.m. Tuesday, Thursday, and Saturdays for Stannary Hills and Irvinebank, connecting with train from Chillagoe.

MOUNT MOLLOY TRAMWAY.

Passengers by the 7 a.m. train from Cairns connect with the train to Mount Molloy at Bibohhra on Mondays, Wednesdays, and Fridays, leaving Bibohhra at 10.45 a.m. and arriving Mount Molloy 12.0. A train also leaves Bibohhra for Mount Molloy at 2.30

p.m. on Saturdays. Trains leave Mount Molloy for Bibboohra on Mondays, Wednesdays, and Fridays at 8.20 a.m., and 12.15 p.m. on Saturdays, reaching Bibboohra at 9.30 a.m. and 1.30 p.m., respectively. A train leaves Bibboohra for Cairns daily at 1.45 p.m.

ETHERIDGE RAILWAY.

A train leaves Alma-den for Forsayth at 8.15 a.m. on Tuesdays, Thursdays, and Saturdays, reaching Forsayth 5.45 p.m., and train leaves Forsayth for Alma-den at 5.45 a.m. on Mondays, Wednesdays, and Fridays, reaching Alma-den 4.0 p.m., connecting with train to Chillagoe.

JOHNSTONE RIVER LINE.

Train leaves Malanda at 8.50 a.m. on Tuesdays, Thursdays, and Saturdays, and 9.25 a.m. on Mondays, Wednesdays, and Fridays, Yungaburra 10.10 and 10.50 a.m. respectively, and arrives Tolga at 10.40 and 11.25 a.m., and Atherton at 11.0 and 11.55 a.m., connecting at Tolga with train to Cairns, arriving Cairns 4.15 p.m. Train leaves Atherton again for Malanda at 2.45, Tolga 3.15, Yungaburra 4.20, and arrives Malanda 5.15. Passengers by the 7.0 a.m. train from Cairns connect with the 2.45 p.m. train from Atherton to Malanda.

These Time Tables are subject to alteration. For correct times of trains see current Time Table exhibited at Railway Stations.



FIRST CLASS RETURN EXCURSION FARE TO KURANDA (BARRON FALLS), 4s. 9d.

On the 12th June a party of Southern Tourists by the "Wyreema" made the trip to Atherton by Rail, and the following is an extract from a letter sent by them to the Minister for Railways:—

The Scenery en route is most charming and surprisingly beautiful, and the grand trip will remain indelibly impressed upon our memories as one of our most pleasant recollections.

On receipt of a guarantee of not less than 40 First Class Passengers, a Special Train will be run from Cairns to Kuranda and back.

Applications to be made to the Traffic Superintendent, Brisbane, or to the Traffic Manager, Cairns, or the General Traffic Manager, Townsville.

CAIRNS RAILWAY.

Up Trains—Cairns to Atherton, Herberton, Tumoulin, Chillagoe, and Mungana.

Miles from Cairns	Stations.	Mxd. Daily. except Sun.	Mxd. Daily except Thurs., and Sun.	Mxd. Thurs. only.	Mxd. Sat. only.	Mxd. Daily except Thurs., Sat., and Sun.	Mxd. Thurs. only.	FARES FROM CAIRNS.					
								Single.		Return.		Excursion.	
								1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
..	CAIRNS R .. dep	a.m. 7 0	a.m. ..	p.m. 1 5	p.m. 3 25	p.m. 5 0	p.m. 5 0	s. d. 0 10	s. d. 0 7	s. d. 1 6	s. d. 1 1	..	..
5	Stratford a	..	..	a 1 5	a 3 25	a 5 0	a 5 0	0 10	0 7	1 6	1 1	..	..
6	Freshwater a	..	..	a 1 5	a 3 25	a 5 0	a 5 0	1 0	0 8	1 10	1 2	..	..
7	Redlynch	7 25	..	1 35	3 55	5 35	5 35	1 2	0 10	2 1	1 5	..	..
14	Stony Creek d	..	..	d 2 55	d 5 10	d 6 50	d 6 50	2 4	1 7	4 2	2 10	3 1	2 1
19	Barron Falls	8 30	..	2 55	5 10	6 50	6 50	3 3	2 2	5 8	3 9	4 3	2 10
21	Kuranda R arr	8 35	..	3 0	5 15	6 55	6 55	3 7	2 5	6 2	4 2	4 9	3 2
	Ditto dep	8 50	..	3 10	5 30	7 15	..	..	..	..	..	..	..
41	Biboohra a	9 55	..	4 25	7 0	8 45	..	6 11	4 8	12 1	8 1	9 3	6 2
46	Mareeba R arr	10 10	..	4 40	7 15	9 0	..	7 9	5 2	13 7	9 1	10 5	6 11
60	Mareeba dep	..	10 35	5 0	Mxd. Mon.,	..	..	10 0	6 7	17 5	11 6	13 4	8 9
64	Rocky Creek .. ..	..	d 12 5	d 6 30	Wed.,	..	..	10 7	7 0	18 6	12 2	14 1	9 3
68	Tolga .. ..	..	12 15	6 40	Fri.,	..	Mon.,	11 2	7 4	19 7	12 10	14 11	9 9
	ATHERTON arr	..	12 45	7 5	p.m. ..	..	Wed.,	13 3	8 8	23 3	15 2	17 8	11 6
	Ditto dep	..	2 10	8 30	2 35	..	and	15 10	10 3	27 8	17 11	21 1	13 8
82	Herberton .. ..	..	..	..	4 5	..	Fri.	..	..	..	..	..	..
99	Tumoulin arr	..	..	..	..	..	a.m. 11 0	..	..	..	..	..	..
46	Mareeba dep	..	..	..	..	..	1 0	17 7	11 9	28 5	19 1	..	..
81	Boonmoo R arr	..	..	..	..	..	1 25	..	..	..	..	..	..
	Ditto dep	..	..	..	..	..	2 58	23 4	15 6	37 1	24 8	..	..
102	Lappa Junction R arr	..	..	..	..	..	3 8	..	..	..	..	..	..
	Ditto dep	..	..	..	..	..	4 16	27 10	18 3	43 10	28 10	..	..
121	Alma-den arr	..	..	..	..	..	4 31	..	..	..	..	..	..
	Ditto dep	..	..	..	..	..	p.m. 5 21	32 4	21 2	50 7	33 1	..	..
139	CHILLAGOE arr	..	..	..	..	..	5 41	35 1	22 9	54 8	35 7	..	..
	Ditto dep	..	..	..	..	..	6 16	..	..	..	..	..	..
149	MUNGANA arr	..	..	..	..	..	..	..	..	..	..	..	..

Down Trains—Mungana, Chillagoe, Tumoulin, Herberton, and Atherton to Cairns.

Height above High Water.	Stations.	Mxd. Daily except Sun.	Mxd. Tues. Thurs. and Sat.	Mxd. daily except Sun.	Mxd. Tues. Thurs. and Sat.	FARES FROM CHILLAGOE.					
						Single.		Return.		Excursion.	
						1 cl.	2 cl.	1 cl.	2 cl.	1 cl.	2 cl.
1121	MUNGANA dep	a.m. ..	a.m. ..	a.m. ..	a.m. 6 0	s. d. 3 1	s. d. 2 1	s. d. 4 9	s. d. 3 3	..	..
1154	CHILLAGOE arr	..	..	..	6 35	..	..	..	..	..	..
	Ditto dep	..	..	..	6 55	..	..	..	..	..	..
1617	Alma-den arr	..	..	..	7 50	5 1	3 4	7 9	5 1	..	..
	Ditto dep	..	..	..	8 5	..	..	..	..	..	..
1953	Lappa Junction R arr	..	..	..	9 18	10 1	6 9	15 3	10 1	..	..
	Ditto dep	..	..	..	9 28	..	..	..	..	..	..
1614	Boonmoo R arr	..	..	..	10 47	15 10	10 6	23 10	15 9	..	..
	Ditto dep	..	..	..	11 10	..	..	..	..	..	..
1325	Mareeba R arr	..	..	..	1 0	24 7	16 0	37 0	24 0	..	..
3162	Tumoulin dep	..	8 10	..	..	33 4	21 10	52 4	34 2	..	..
2890	Herberton .. ..	..	9 35	10 0	..	30 6	20 0	47 4	30 11	..	..
2466	ATHERTON arr	..	..	11 15	..	28 2	18 5	43 2	28 2	..	..
	Ditto dep	..	..	11 35	..	..	..	..	..	..	..
2457	Tolga dep	..	..	11 55	..	27 8	18 0	42 4	27 6	..	..
2150	Rocky Creek d	..	..	..	..	26 11	17 7	41 2	26 10	..	..
1325	Mareeba arr	..	..	12 55	..	..	..	..	..	..	..
1325	Mareeba dep	7 0	..	1 30	..	..	..	..	..	..	..
1260	Biboohra a	7 15	..	1 45	..	25 5	16 7	38 6	25 1	..	..
1080	Kuranda R arr	8 25	..	2 50	..	29 0	18 11	44 9	29 1	..	..
	Ditto dep	8 35	..	3 0	..	..	..	..	..	..	..
1065	Barron Falls d	8 40	..	d 3 5	..	29 2	19 1	45 0	29 4	..	..
664	Stony Creek d	..	..	..	..	30 0	19 7	46 5	30 4	..	..
29	Redlynch a	9 25	..	3 50	..	31 2	20 5	48 7	31 9	..	..
23	Freshwater a	..	..	..	..	31 4	20 6	48 10	31 11	..	..
19	Stratford a	..	..	..	..	31 8	20 9	49 5	32 3	..	..
5	CAIRNS R arr	9 50	..	4 15	..	32 4	21 2	50 7	33 1	..	..

The times at intermediate stations shown with a letter are the approximate times only.

This time table is subject to alteration. For correct times of trains see current time table exhibited at Railway Stations.

QUICK SERVICE

BY

RAIL AND STEAMER

BETWEEN

Brisbane and North Queensland.

Passengers may book direct between Brisbane and Towns in North Queensland, and *vice versâ*, *viâ* Gladstone or Port Alma.

Passengers leaving Brisbane by rail at 10.25 p.m. on FRIDAYS arrive at GLADSTONE at 12 noon on the following day, and at once embark on board the s.s. "Bingera," reaching Townsville at 5.0 a.m. on the following Monday, thence to Cairns by connecting Steamer; and, similarly, passengers leaving Townsville by the s.s. "Bingera" at 10.30 p.m. on Mondays arrive at Gladstone on the following Wednesdays, and are at once taken forward by rail to Brisbane, arriving there at 6.5 a.m. on Thursdays, connecting with the Sydney Mail.

Passengers leaving Brisbane on TUESDAYS by the 10.25 p.m. Mail Train, arriving ROCKHAMPTON 4.0 p.m., Wednesdays, will connect with a Special Train leaving Rockhampton at 6.30 p.m. for Port Alma, and at once embark on the Howard Smith Company's Mail Steamer for Northern Ports; similarly, passengers leaving Townsville by this company's Mail Steamer on Saturdays will arrive Port Alma on Monday mornings, and connect with a Special Train arriving Rockhampton in time to connect with the 12 noon Mail Train from Rockhampton to Brisbane, arriving Brisbane 6.5 a.m., Tuesdays. In the event of the steamer from the North arriving late at Port Alma, passengers should tranship at Bajool for the South.

The A.U.S.N. Company's steamer leaves Port Alma for the North on SUNDAY EVENINGS, and a Special Train to connect with the steamer leaves Rockhampton on Sunday afternoon; similarly, a Special Train will connect with this Company's steamer from the North at Port Alma on Wednesday mornings.

FARES.

STATIONS.	VIA GLADSTONE.		VIA ROCKHAMPTON AND PORT ALMA.	
	Single.	Return.	Single.	Return.
Between Brisbane and—	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Mackay	6 6 3	10 15 9	5 16 0	10 3 0
*Bowen	6 11 6	11 11 6	6 1 0	10 18 6
Townsville	7 2 0	12 2 0	6 14 0	11 19 6
Ravenswood	7 11 0	12 17 6	7 2 6	12 14 6
Charters Towers	7 11 6	12 18 6	7 3 0	12 15 6
Hughenden	8 14 0	14 19 6	7 17 0	14 0 0
Richmond	8 19 6	15 9 6	8 2 0	14 8 6
Cloncurry	9 10 6	16 9 0	8 13 0	15 7 6
Winton	9 3 6	15 16 6	8 6 0	14 15 0
Cairns	8 3 0	13 18 9	7 18 0	13 11 0
Kuranda	8 5 6	14 3 3	8 0 0	13 15 0
Mareeba	8 8 6	14 8 3	8 3 0	14 0 0
Atherton	8 11 0	14 12 9	8 6 0	14 4 6

* Per A.U.S.N. Company's steamers only.

Children 3 years of age and under 14 years of age, Half Fares; Children 14 years of age and over, Full Fares.

The Fares cover First Class Accommodation and Sleeping Berths on the Railway, and First Saloon on board the Steamer.

Single Tickets and the forward portions of Return Tickets are available for One Calendar Month.

Return Tickets are available for Six Calendar Months.

Tickets may be obtained from the Railway Inquiry Office, Brisbane, A.U.S.N. Company's Offices at Brisbane, Mackay, Bowen, Townsville, Charters Towers, and Cairns; Howard Smith Company's Offices at Brisbane, Mackay, Townsville, Charters Towers, and Cairns; and at the Railway Stations at Brisbane, Charters Towers, Ravenswood, Hughenden, Richmond, Cloncurry, Winton, Kuranda, Mareeba, and Atherton.

By Order of the Commissioner for Railways.

QUEENSLAND RAILWAYS.

WEEK-END EXCURSION TICKETS.

TICKETS AT EXCURSION FARES

Are issued every Friday and Saturday (and on Sundays where Sunday Trains are run) between all Stations 12 Miles and over apart, available to return until the following Monday, or, where Trains do not run on Mondays, until the first running day thereafter.

WEEK-END EXCURSION TICKETS

Are issued to Stations less than 12 Miles apart at the Excursion Fare for 12 Miles.

Week-end Excursion Tickets issued from Brisbane and Stations south of Bundaberg to Stations north of Bundaberg by the Mail Train leaving Brisbane on Friday will be available for return by the Mail Train leaving Rockhampton at noon on Monday; but Week-end Excursion Tickets issued from Brisbane and intermediate Stations to Bundaberg and Stations south thereof will not be available for return by Monday night's Mail Train.

MONTHLY EXCURSIONS.

TICKETS AT EXCURSION FARES

Are issued between all Stations not less than 100 Miles apart on the First Saturday (and preceding Friday) in each month, and on the following Sunday on lines where Sunday Trains are running.

For shorter distances Passengers are charged the ordinary fares, but not more than the Excursion Fare for 100 Miles.

On lines where through Trains are not available on Friday or Saturday, Monthly Excursion Tickets are issued on such other day as the Commissioner may direct, and which may be ascertained on reference to Station-masters.

Monthly Excursion Tickets are available for Return, to the same extent as Ordinary Return Tickets.

Special Attention is drawn to the fact that Excursion Tickets are issued at One-third more than the Single Fares.

QUEENSLAND HOT SPRINGS FOR RHEUMATISM AND GOUT.

The famous Muckadilla Bore is attracting rheumatic patients from all the States, and wonderful cures are reported. Baths have been erected at the Bore and comfortable resting rooms, with caretaker in charge. Only nominal charge for baths, and good hotel accommodation at reasonable tariff.

Arrangements should be made beforehand with regard to accommodation at the hotel or boarding-house.

The through Train from Brisbane to Muckadilla leaves Brisbane on Tuesdays and Fridays at 2.15 p.m., arriving Muckadilla at 6.35 a.m. the following days.

Further Particulars may be obtained on application to the Traffic Superintendent, Commissioner for Railways' Office, George Street, Brisbane.



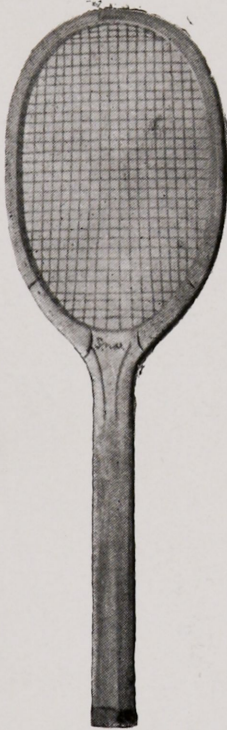
BRISBANE SPORTS DEPOT

342 Queen Street.

WHOLESALE.

RETAIL.

CRICKET—All Bats
faced and oiled by
special machinery.



TENNIS—Under direct
supervision of Manager,
a well-known player.

ALL DEPARTMENTS OF SPORTING GOODS,
DRESSING CASES, KITS, BRIEFS, SUIT CASES.

BILATTELLE, the best of indoor games, 15s.

FRANK BERRY, Manager.

'PHONE 3203.

B. G. Wilson & Co.,

IMPORTING IRONMONGERS,

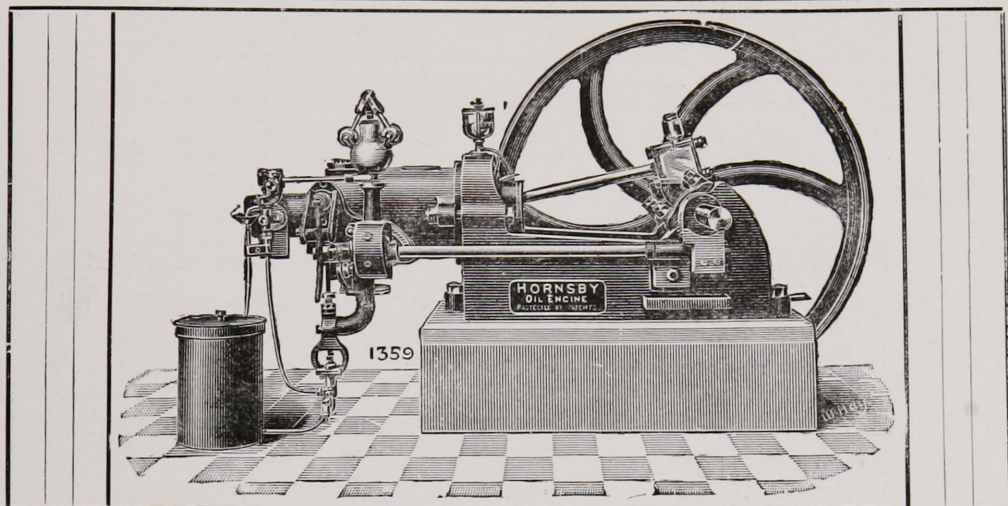
152 QUEEN STREET, BRISBANE.



THE MOST CONVENIENT AND CENTRAL HARDWARE STORE
----- IN THE CITY. -----

You are cordially invited to call and see us.

DON'T YOU THINK



That the

HORNSBY OIL ENGINE

which has won the **LARGEST AWARD** ever offered for an **OIL ENGINE**, and which is used by all the principal **GOVERNMENTS OF THE WORLD**, is a better investment than the engine you know nothing about?

NEVER BEATEN IN COMPETITION.

The **HORNSBY OIL ENGINE** of which there are over **30,000** in daily use continues to prove itself to be absolutely **SAFE, RELIABLE, EASY TO OPERATE**, and **ECONOMICAL**.

All the **GOOD FEATURES** of other engines and also many **NO OTHER ENGINE CAN BOAST** are features of the **HORNSBY**.

HORNSBY'S are the manufacturers also of the world renowned **SUCTION GAS ENGINES AND PLANTS** and **PETROL ENGINES** of that name.

R. Hornsby & Sons Ltd.,

GRANTHAM, STOCKPORT (ENGLAND), MELBOURNE, SYDNEY, and at

360-362 Queen Street, BRISBANE.

Queensland Souvenirs

If you need a Queensland souvenir write or call on us. We always have 150,000 Queensland gem stones for selection. The largest stock in Australia.

Patronised by the King and Queen of England.
Awarded three Grand Prizes at the Franco-British Exhibition.

E.P. Souvenirs from 2s. to 10s. with enamelled Coat of Arms.

Agate Souvenirs from 2s. to 40s.

Gem Stones Souvenirs from 10s. to £10.

Queensland Gem Stone Necklets, £2 10s. to £100.

Ditto do. Brooches, 10s. to £20.

Ditto do. Pendants, £1 to £8.

Ditto do. Rings, £1 to £40.

Useful articles made of the skin of the Carpet Snake,
3s. to 10s.

Useful articles made of the skin of the Iguana,
7s. to 15s.

Useful articles made of the skin of the Dingo
2s. to 40s.

If you call on us we will show you the finest range of souvenir goods in the Southern Hemisphere.

Flavelle, Roberts, & Sankey

Limited,

QUEEN STREET, BRISBANE,

and

—EAST STREET, ROCKHAMPTON.—

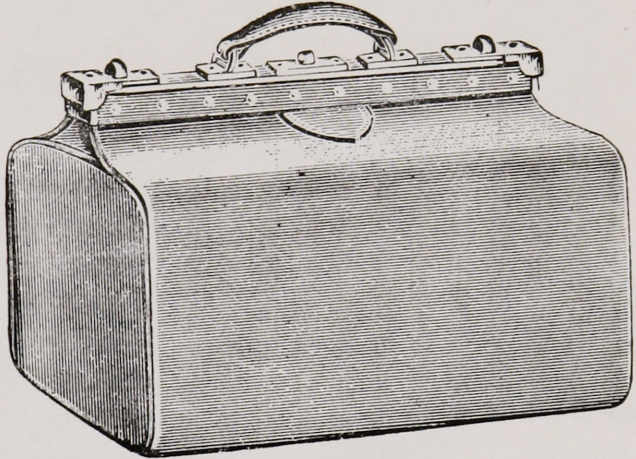
LEATHERWARE FOR EVERY GENTLEMAN WHO VISITS THE NORTH

A fine selection—making a good variety—is in keeping with the conduct of business at this establishment. Especially does this remark apply to our Leatherware Dept.

The goods shown there are in keeping with the requirements of gentlemen who want serviceable goods. While in an individual article the price may be a little more, the quality by your test will prove VERY MUCH MORE than the ordinary run of these goods.

If you are thinking of going northwards, southwards, or any wards, write for our list. It will amply repay you.

LEATHERWARE
OF REMARKABLE
GOOD CLASS.



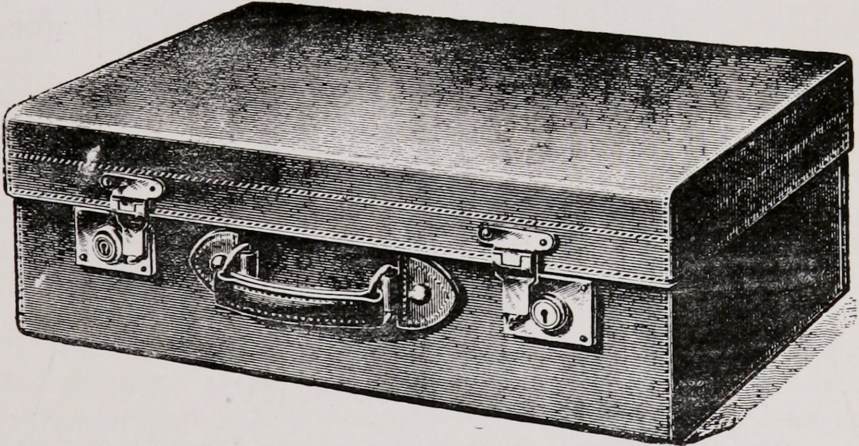
TAN HIDE KIT BAGS—solid cowhide—strongly sewn and well finished.

Sizes: 16 in. 18 in. 20 in. 22 in. 24 in. 26 in.

Prices: 19s. 6d., 22s. 6d., 25s. 6d., 28s. 6d., 31s. 6d., 34s. 6d.

22s. 6d., 25s. 6d., 28s. 6d., 31s. 6d., 34s. 6d., 37s. 6d.

Leatherlined 26s. 6d., 30s., 33s. 6d., 37s., 40s. 6d., 44s.



LEATHER SUIT CASES. An ideal case for travelling—solid leather, two nickel lever locks, superior finish in every detail.

Sizes: 22 in., 24 in., 26 in. Prices: 63s., 68s. 6d., 75s. Leatherlined: 77s. 6d., 84s., 90s.

WATERPROOF CANVAS COVERS for Cases, leather bound, 20s.

Please do not forget to give us a call. We will
call up every possible effort to please you.

ROTHWELL'S LTD.

“Where well-dressed men meet,”

237/39/41 EDWARD ST., BRISBANE

GRESHAM HOTEL,

Creek and Adelaide Streets, Brisbane,

BRISBANE'S LEADING HOTEL.



Electric Lift. Electric Lights.

Hot and Cold Baths.



**Tele-
phone
519.**



**Tariff
from
12/6
per day.**



Situate---

Centre of the City.

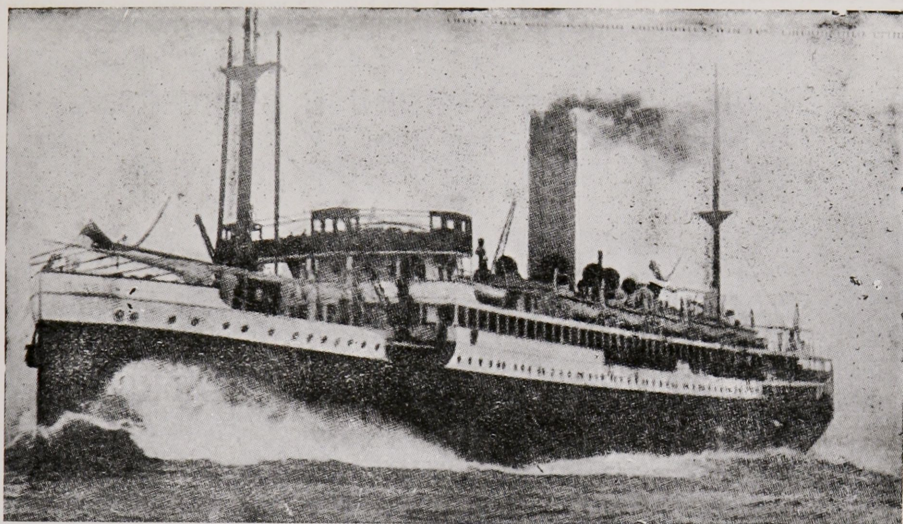


Three minutes from Post Office, Central
Railway Station, and Wharves.

J. J. Johnston, Proprietor.

The Adelaide Steamship Company Ltd.

Regular Passenger and Cargo Services to and from all
Ports between Cairns, N.Q., and Wyndham, W.A.



PASSENGER STEAMERS' SAILINGS BETWEEN CAIRNS AND MELBOURNE ARE AS FOLLOWS:—

Q.T.S.S. "WILLOCHRA," 7,786 tons. S.S. "GRANTALA," 3,700 tons.
S.S. "WOLLOWRA," 3,000 tons. S.S. "INNAMINCKA," 2,501 tons.

NORTHWARDS.			SOUTHWARDS.		
—	A.	L.	—	A.	L.
Melbourne - -	...	Tuesday	Cairns - -	...	Wednesday
Sydney - -	Thursday -	Saturday	Townsville - -	Thursday -	Thursday
Brisbane - -	Monday -	Tuesday	Bowen - -	Friday -	Friday
Mackay - -	Thursday -	Thursday	Mackay - -	Friday -	Friday
Townsville - -	Friday	Saturday	Brisbane - -	Sunday -	Tuesday
Cairns - -	Sunday		Sydney - -	Thursday -	Friday
			Melbourne - -	Sunday	

PASSENGER SERVICES BETWEEN SYDNEY, MELBOURNE, ADELAIDE, AND FREMANTLE :

Q.T.S.S. "WARILDA," 7,713 tons, Q.T.S.S. "WANDILLA," 7,786 tons,
MAINTAIN A FORTNIGHTLY SERVICE.

"Warilda," "Wandilla," "Willochra," and "Grantala" are fitted with Wireless Telegraphy.

PASSENGER STEAMERS, EXCEPT "INNAMINCKA," CARRY REFRIGERATED CARGO.

In addition to Passenger Services, the following services are maintained by Cargo Steamers:—

Between Sydney, Newcastle, Brisbane, Mackay, Bowen, Townsville, and Cairns,
Between Newcastle, Sydney, Melbourne, Adelaide, and Fremantle.

Spencer's Gulf Passenger Services (Bi-weekly) are maintained by s.s. "Morialta," "Paringa,"
"Rupara," and "Ferrett."

COAL AND COKE SUPPLIED AT ALL AUSTRALIAN PORTS.

The Adelaide Steamship Coy.'s Passenger Steamers arrive at Cairns Sunday morning, and leave that port Wednesday afternoon, thus giving tourists ample time to visit Barron Falls, Atherton (the Lakes), Herberton, and other places of interest.

The Adelaide Steamship Coy.'s saloon tickets are interchangeable after first port of call with Interstate Companies without extra cost.

For further particulars as to Fares, Freights, &c., apply to Agents,

THE ADELAIDE STEAMSHIP COMPANY LTD.,
AT ALL PORTS.

Dalgety & Company Limited

BRISBANE

**WOOL, GRAIN, and PRODUCE BROKERS,
FAT STOCK SALESMEN, STOCK, STATION,
and SHIPPING AGENTS.**

**STATION ORDERS supplied, WOOLPACKS,
FENCING WIRE and WIRE NETTING, &c.**

AGENTS for :—

**Leading BRITISH, CONTINENTAL, and
AMERICAN CARS and MOTOR LORRIES.**

INSURANCES EFFECTED :—

**Fire, Marine, Employers' Liability, Live
Stock, and Motor Cars.**

For full particulars apply to :—

DALGETY & CO. LTD.

BRISBANE

Also

TOWNSVILLE, ROCKHAMPTON, TOOWOOMBA.

CHARLES O'REILLY,

ESTABLISHED 1866.

BOND and OFFICES:
MARGARET STREET,
next A.U.S.N. Co.,

FREE STORE:
ANN STREET,

BRISBANE.

GOODS FORWARDED TO ALL PARTS OF THE WORLD.

TELEPHONE 73.

P.O. Box 187.



**GENERAL CARRIER. BONDED WAREHOUSEMAN.
SHIPPING and FORWARDING
CUSTOMS HOUSE AGENT.**

AGENT FOR
THE LEADING ENGLISH, AMERICAN, EUROPEAN, INDIAN,
AUSTRALASIAN, and NEW ZEALAND FORWARDING HOUSES.

FISON'S ENGLISH MALT.

FIONA MALT PRODUCTS.

A. U. S. N. CO., LTD.

**Fast Passenger Services by the following
magnificent Steamers :—**

* T.S.S. "INDARRA" - 9,754 tons
* " " "KYARRA" - 6,953 "
* " " "KANOWNA" - 6,942 "

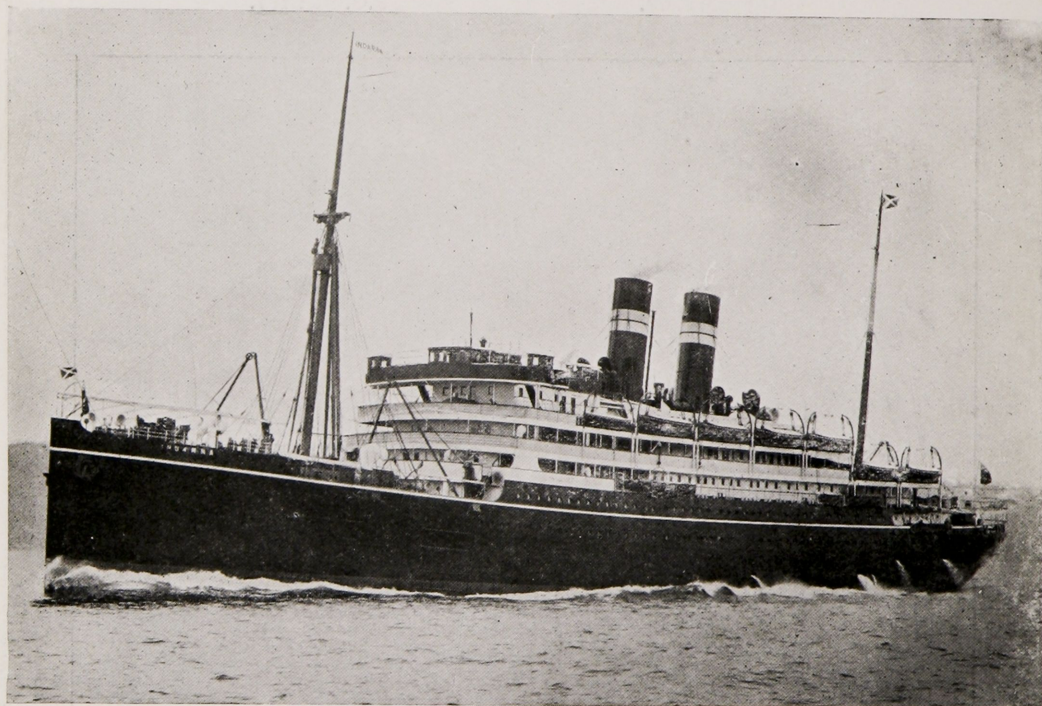
* Fitted
with
Wireless
Telegraphy.



T.S.S. "WYREEMA" - 6,338 tons
* " " "LEVUKA" - 6,130 "
S.S. "WYANDRA" - 4,058 "

AND OTHERS.

These steamers are specially designed to ensure the
most comfortable, safe, luxurious, and inviting travel.



S.S. "INDARRA," 9,754 tons (Twin Screw).

Special attention is directed to the following exceptional facilities for
HOLIDAY AND HEALTH TOURS :

- (a) To WESTERN AUSTRALIA, calling at all the Southern Capital Cities, by the new T.S.S. "INDARRA," every four weeks ;
- (b) To FIJI PORTS from Sydney, by T.S.S. "LEVUKA," every four weeks ;
- (c) To BRISBANE AND OTHER QUEENSLAND PORTS, embracing the WONDERFUL CAIRNS TRIP, by the steamers "KANOWNA," "KYARRA," "WYREEMA," "WYANDRA," weekly from Melbourne and Sydney.

For information as to fares, sailings, etc., apply to the Company's Agents.

ACCOMMODATION RESERVED BY TELEGRAM.

Hunter's

KURANDA

THE FIRST CLASS
HOTEL

CHAPMAN & COMPANY,

QUEEN STREET, BRISBANE,

— Established 1877. —

General Drapers and Furniture Warehousemen.

We
can
supply
all
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from
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and
up-to-date
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New
Goods
opening
weekly,
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of all
mail
steamers,
have a
distinctive-
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CHAPMAN & COMPANY

Specialise in Household Linens and Napery; Hibernia hand-made and sterling
lock stitch Underclothing; S. & S. Corsets; Millinery; High Class Dressmaking;

— All kinds of Travelling Requisites. —

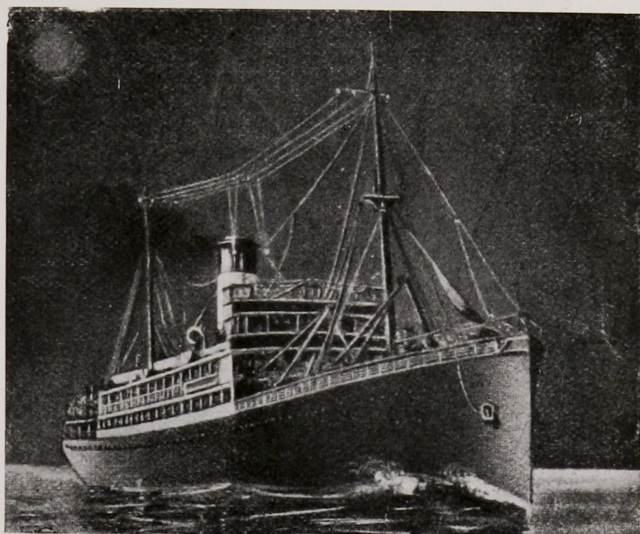
WE CAN FURNISH YOUR HOME THROUGHOUT.

Australian Steamships Limited,

Howard Smith Company, Limited,
Managing Agents.

THE MODERN INTERSTATE STEAMSHIPS OF THIS LINE
calling at Queensland Ports, New South Wales, Victoria, South
Australia, and West Australia.

	TONS.		TONS.
"CANBERRA" - -	7,000.	"COOMA" - - -	4,000.
"BOMBALA" - -	4,000.	"PEREGRINE" - -	3,000.



S.S. "COOMA."

NORTHWARDS.

	Arr.	Leave.
Melbourne	...	Wed.
Sydney	Friday	Sat.
Brisbane	Mon.	Tues.
Port Alma, Rockhampton	Wed.	Wed.
Mackay	Thurs.	Thurs.
Townsville	Friday	Sat. *

SOUTHWARDS.

	Arr.	Leave.
Townsville	...	Sat.
Mackay	Sun.	Sun.
Port Alma, Rockhampton	Mon.	Mon.
Brisbane	Tues.	Wed.
Sydney	Friday	Sat.
Melbourne	Mon.	Wed. *

* On Return.

Passengers transhipping at Townsville, to and from Lucinda, Cardwell,
Mourilyan, Geraldton, Cairns, and Port Douglas, can travel by the T.S.S.

"Mourilyan," or S.S. "Lass o'Gowrie."

For latest information see Daily Press.

Particulars as to Fares, &c., may be obtained at local office.

Howard Smith Company, Limited, Managing Agents.

NEW ZEALAND

Insurance Company,
— Limited. —

**FIRE.
MARINE.**



**ACCIDENT.
GENERAL.**

Established 1859. • Capital, £1,500,000.

Superintendent for Australia and Tasmania: **EDGAR W. WALKER.**

South
Queensland
Branches :

BRISBANE :

W. H. Sagar,
Manager.

L. D. M. Purkiss,
Assistant Manager.

TOOWOOMBA :

A. T. Parrot,
Manager.

WARWICK :

W. H. McClymont,
Manager.

MARYBOROUGH :

Harrild M. Walker,
Manager.

ROCKHAMPTON :

L. J. Cran,
Manager.



North
Queensland
Branches :

TOWNSVILLE :

E. T. Grose,
Manager.

CAIRNS :

H. E. Wilson,
Manager.

CHARTERS
TOWERS :

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Manager.

Brisbane Office : 334-6-8 Queen Street.

**PASSENGERS BY RAIL SHOULD PURCHASE AN
INSURANCE TICKET.**

DEATH.	PER WEEK.	PRICE
£1,000	6 0 0	6d.
500	3 0 0	3d.
150	1 10 0	1d.

OBTAINABLE AT ALL BOOKING OFFICES.

SKETCH MAP SHOWING RAILWAYS

IN THE

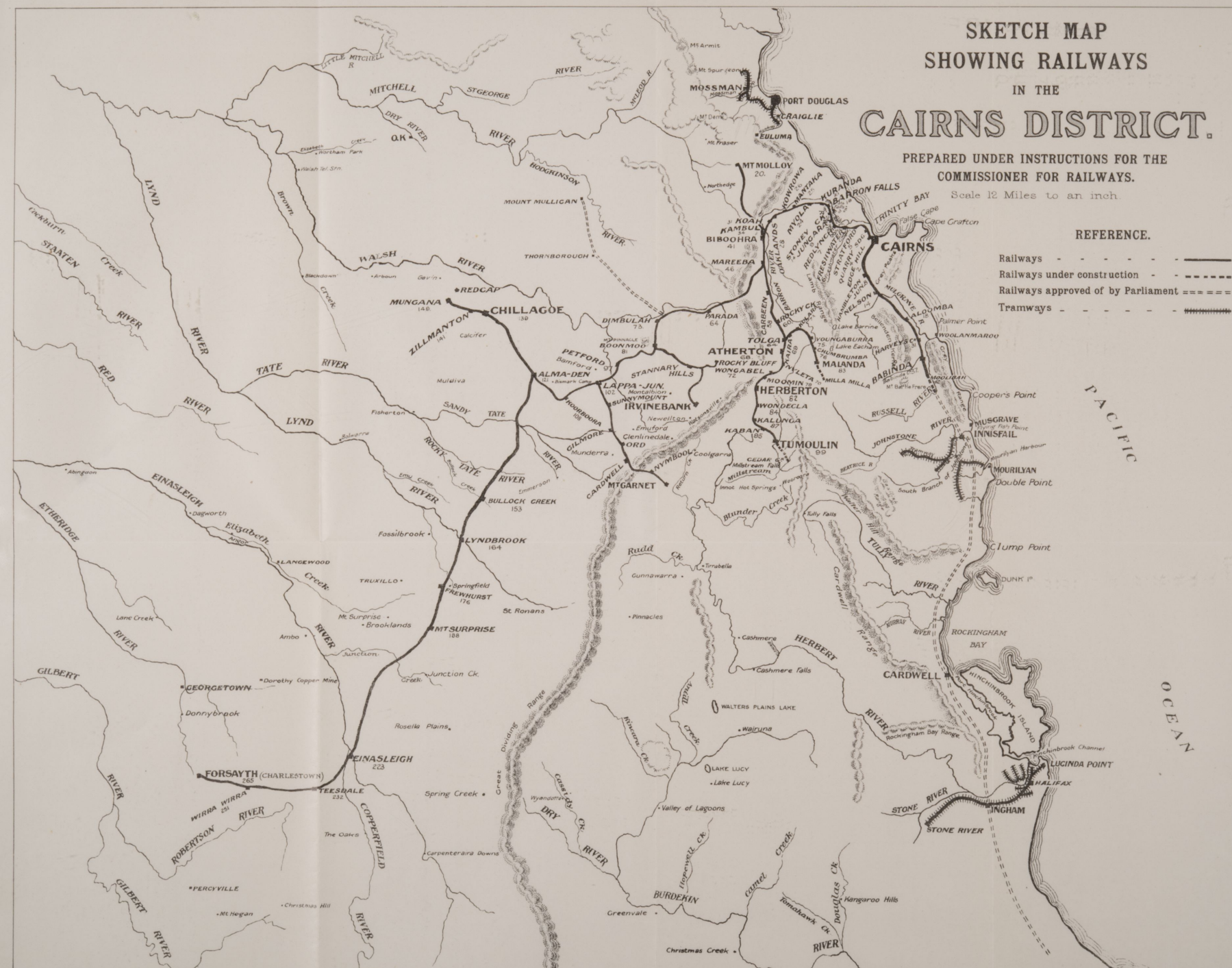
CAIRNS DISTRICT.

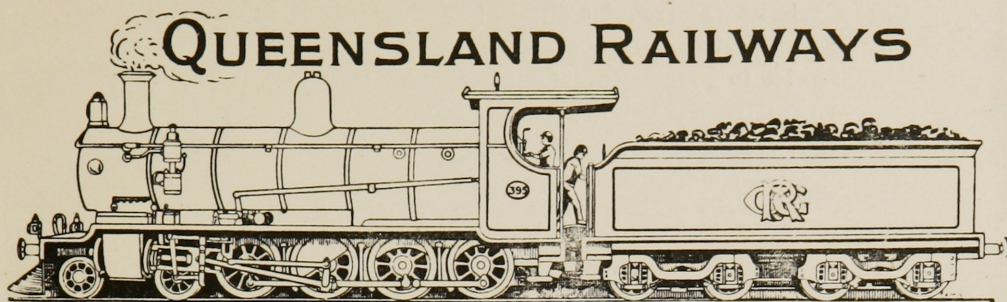
PREPARED UNDER INSTRUCTIONS FOR THE
COMMISSIONER FOR RAILWAYS.

Scale 12 Miles to an inch.

REFERENCE.

Railways - - - - -
Railways under construction - - - - -
Railways approved of by Parliament =====
Tramways - - - - -





INQUIRY OFFICE

COMMISSIONER'S BUILDINGS,
GEORGE STREET, BRISBANE.

Tourists and the Travelling Public generally should make inquiry at the above office on any matters relating to Passenger Fares, Excursion Tickets and Trains, Special Trains, Interstate and Oversea Tickets, etc.

Passengers may purchase Interstate and Oversea Tickets there, and book their sleeping berths. Claims and complaints will be investigated, and information given regarding goods rates and transport generally.

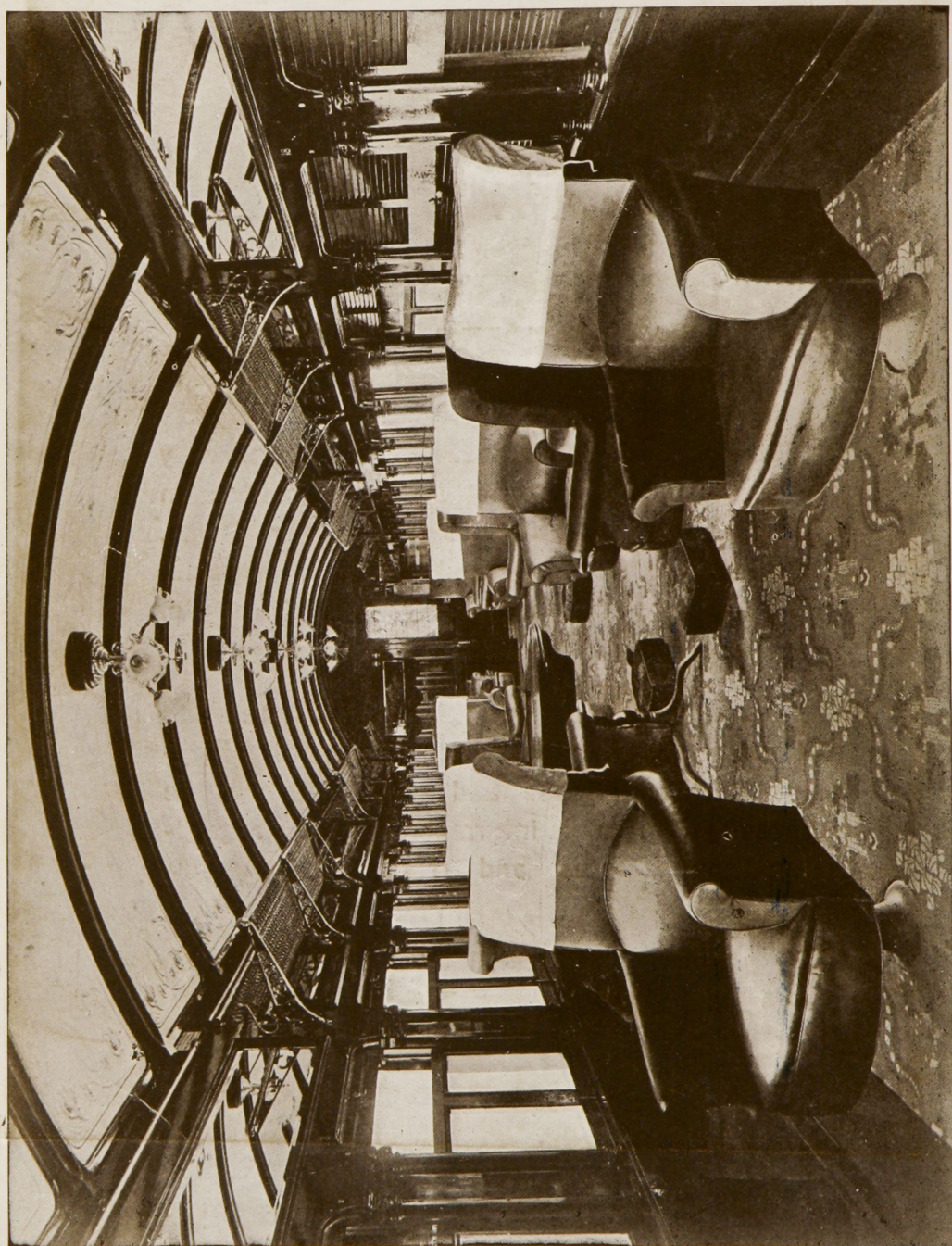
Telephone No. 1701.

A letter addressed to the Traffic Superintendent, Commissioner's Office, George Street, will receive prompt attention.

RESERVATION OF CHAIRS IN PARLOUR CAR.

Chairs will be reserved for First-class Passengers on payment of Five Shillings, but any Chairs not booked at the time of starting may be let to passengers at the following charges, viz.:—

Between Brisbane or Ipswich and Wallan-garra	- - - - -	5/- each.
Between Brisbane or Ipswich and Toowoomba	- - - - -	2/6 „
Between Toowoomba and intermediate stations to Wallan-garra	- - - - -	2/6 „



INTERIOR OF PARLOUR CAR, SOUTHERN MAIL TRAIN.

Chairs cannot be reserved more than one week ahead and then only on payment of Five Shillings at time of reservation. The Conductor on the train will see to the comfort of passengers.